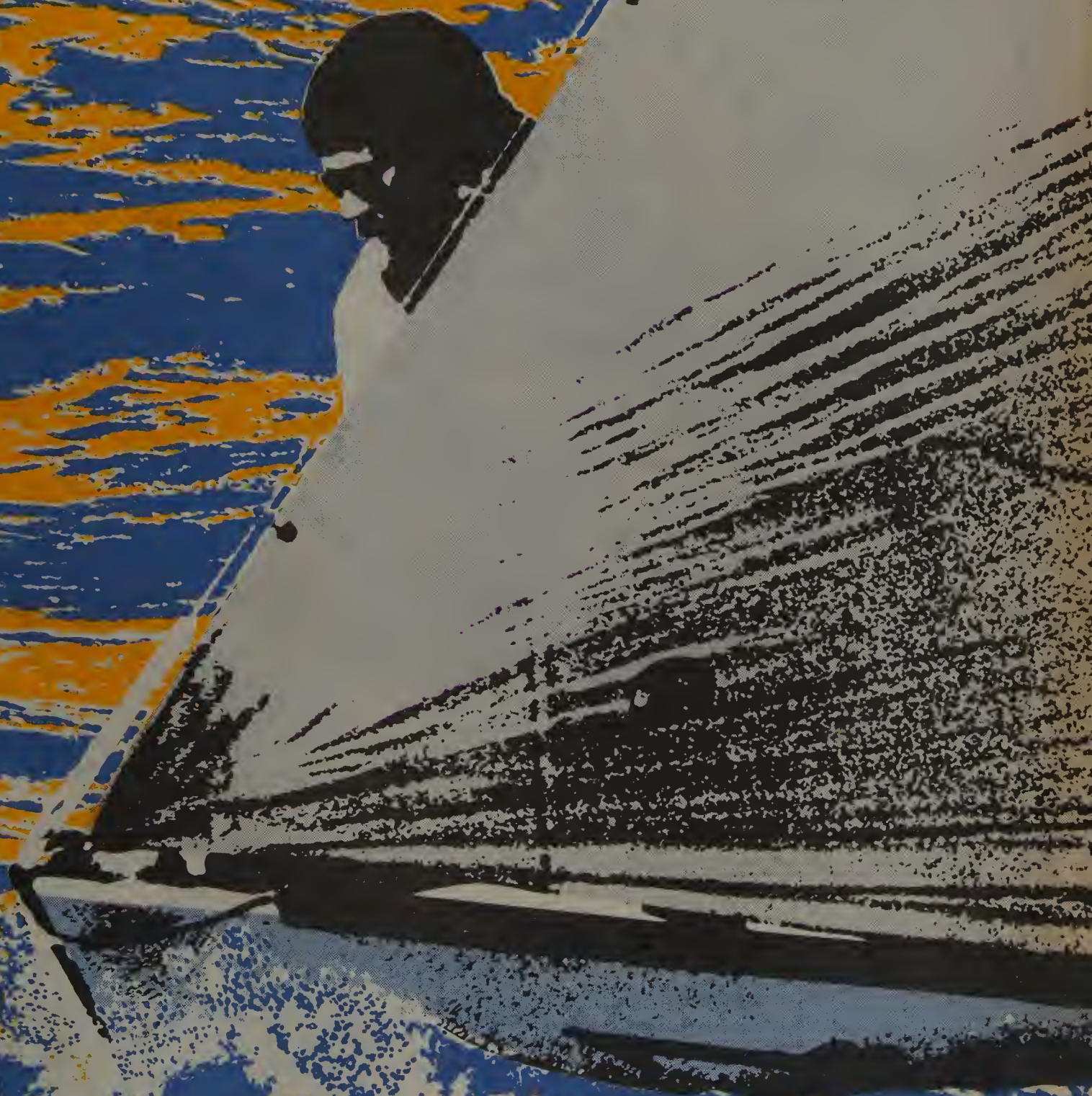


Latitude 38

VOLUME 130, APRIL 1988

CIRCULATION: 45,000



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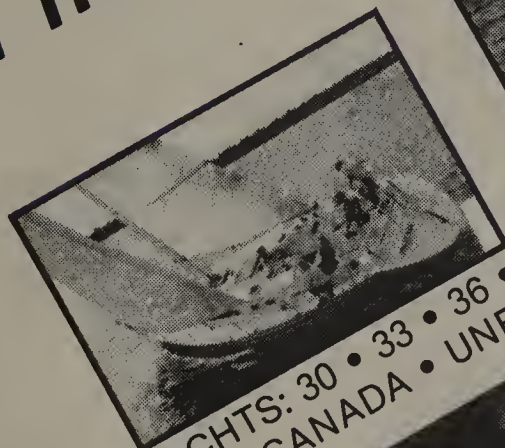
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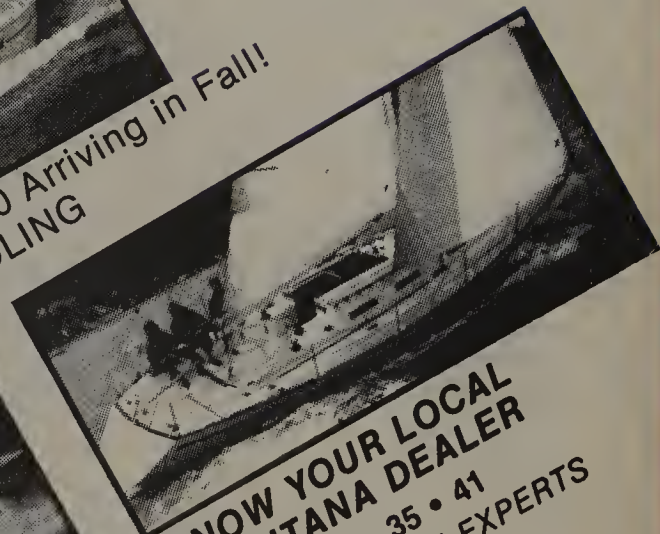
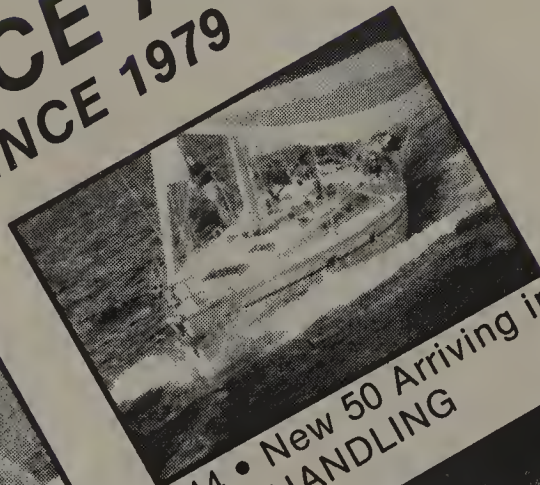
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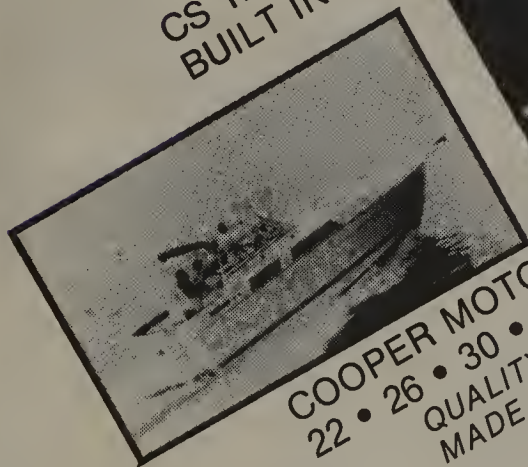
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Fast Company

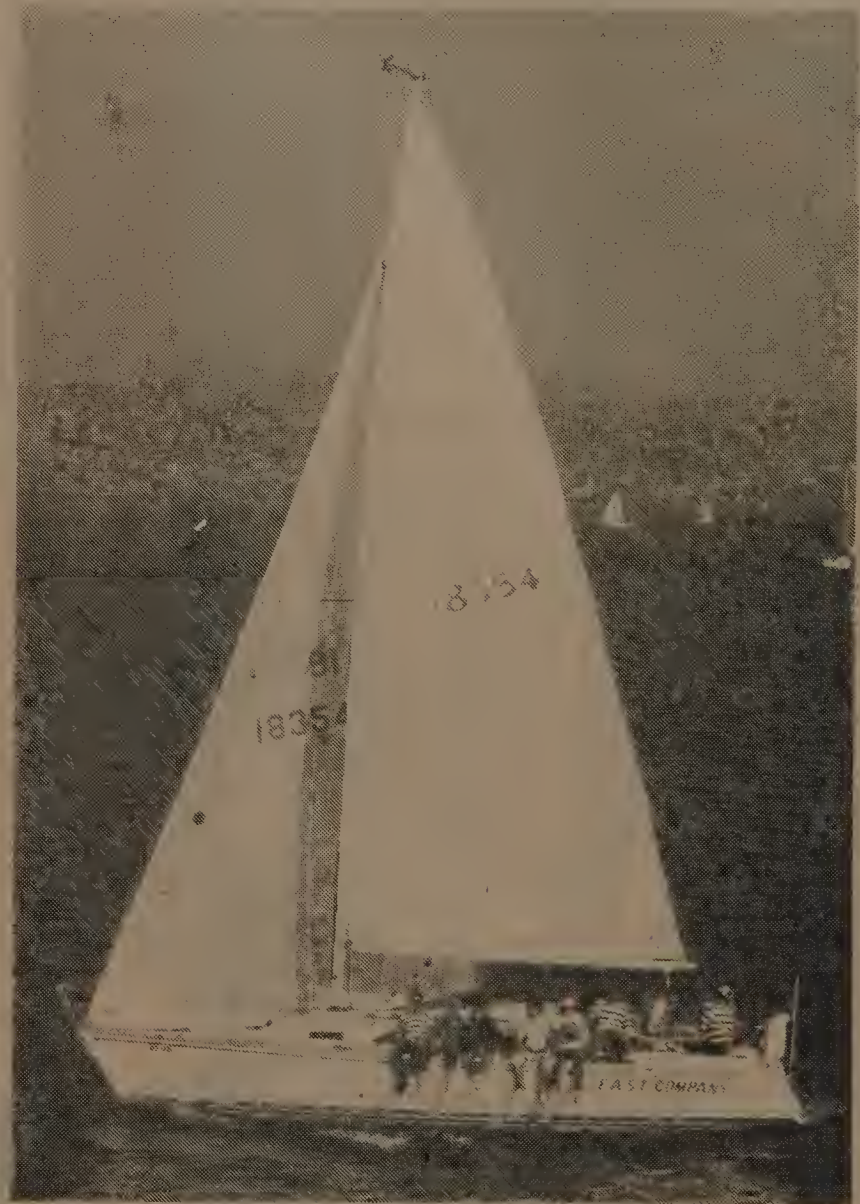
Matt Carter

Harold Dow's Farr 1020, "Fast Company," won her division in the Golden Gate Midwinters, defeating the rest of the fleet in heavy winds and light.

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Because the sea demands the best, Beneteau devotes countless hours to engineering and construction excellence. You will find Beneteaus in the winners circle of the worlds premier ocean racing events and the center of attraction at the local yacht clubs. Every one of Beneteau's **First Series** yachts and **Oceanis Series** yachts are packed full of style, quality and features; all at a very affordable price.

First series yachts are available from 23' to 51' and are ideal for enjoyable family cruising and competitive racing. Each **FIRST** offers superb deck gear and roomy, innovative interiors. Stiff, responsive and fast; there

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Oceanis series yachts were designed from their winged keels up, to be the most modern and innovative cruising yachts available. Beneteau has attacked every aspect of cruising boat management to eliminate the work. Single line reefing systems, automatic anchor retrieval systems, roller furling jibs, self tailing winches, huge cockpit lockers and molded in boarding platforms are standard features on each of the 4 models that include 35', 39', 43', and 50'. The huge airy interiors pamper every need and may tempt you to make an Oceanis your full time home.

Models on Display at our docks.

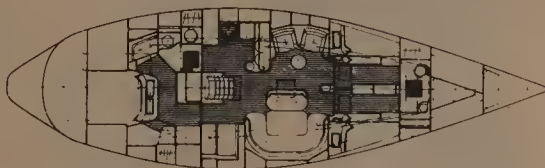
First 42	First 305
First 405*	First 285*
First 375	First 235*
First 325	Oceanis 350*

*See these Beneteaus at the April boat show.

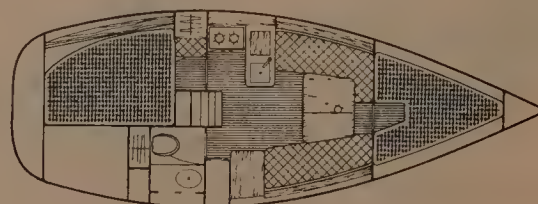


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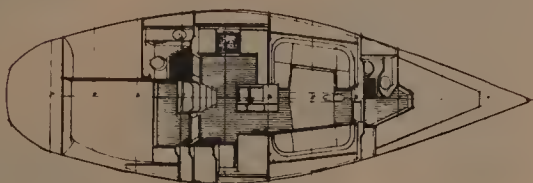
First 51'



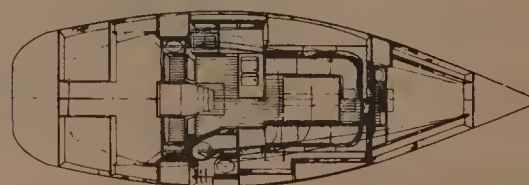
First 285



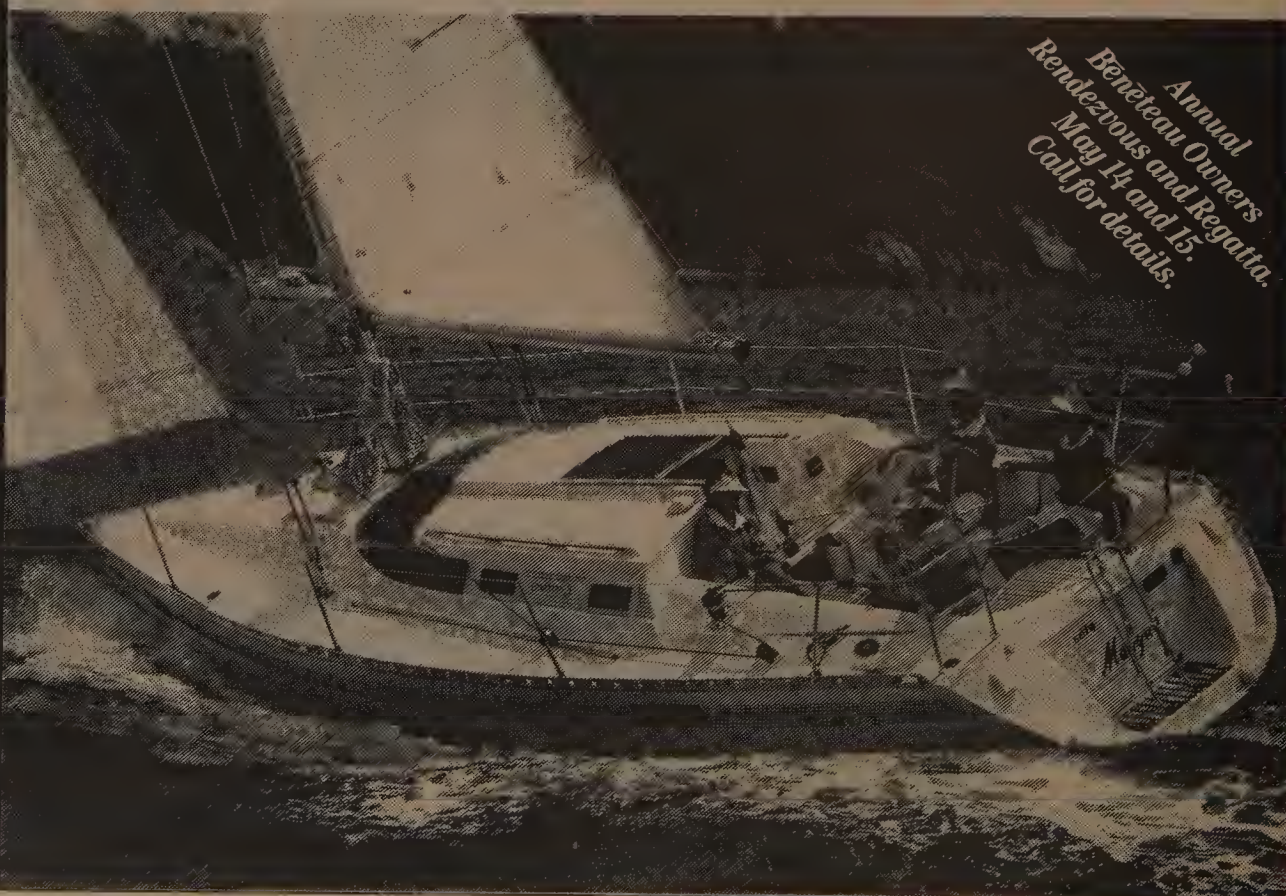
First 405



Oceanis 350



Oceanis 350. Built in the U.S.A.



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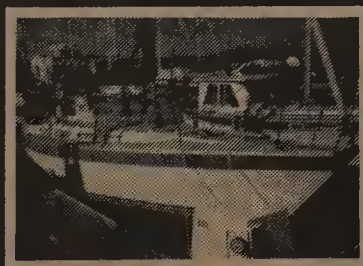
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Ranger 23 bowman
gets to the point.
Graphic Design: K. Bengtsson
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55' Steel Staysail Ketch	385,000
51' Passport, loaded	325,000
48' Cheoy Lee Ketch	125,000
47' Off Shore Cheoy Lee	91,000
47' Formosa 1981	139,000
47' Passport	225,000
46' Island Trdr Ketch	149,000
45' Lancer, Motor Sailer	125,000
44' Peterson, ctr cockpit	125,000
43' Frers "Shockwave"	180,000
43' Farr "Thunderbird"	119,000
43' Rogers, 32.1 1OR Rating	(2) 125,000
42' Pearson 424 Ketch	125,000
41' Perry	45,000
41' Whitby Caribe	75,000
41' Newport	(2) 85,000
41' Morgan	155,000
40' Bénéteau 405	115,000
40' "Propaganda" 1st Admirals Cup	(2) 115,000
40' X-1 TON	145,000
40' Bénéteau One Ton	79,500
40' Passport	110,000
40' Lidgard	39,000
39' Ericson	99,000
39' Bristol	76,500
38' Hood	35,000
38' C&C Landfall, Loaded	79,000
38' Farallone Clipper	68,000
38' Catalina, Beautiful	64,900
37' Gulfstar, immaculate	(2) 49,500
36' Union	40,000
36' Allied Ketch	54,950
36' Islander	52,500
35' Spencer	35,000
35' Santana	49,900
35' Fast 345	(2) 48,000
35' Mariner Ketch	55,000
34' O'Day	41,950
34' Wylie	43,950
33' Wylie, Cold Mold	39,700
33' Hunter	66,000
32' Traveller	22,000
32' Islander	29,800
32' Bénéteau 325	(2) 24,000
30' Columbia	(2) 28,500
30' Newport	31,000
30' Pearson	42,500
30' Catalina	(2) 32,500
30' Cal 3-30	21,000
30' Island Bahama	22,300
30' Hunter	(2) 25,000
29' Ranger	31,500
29' Cal 2-29, Diesel	30,000
28' Islander	(2) 19,500
28' Pearson	11,200
28' San Juan	(2) 18,900
27' Cal 2-27	27,500
27' Cal T-2	16,200
27' Ericson	10,000
26' Yamaha	11,000
26' Pearson	
26' Intl Folkboat	
23' Ranger	



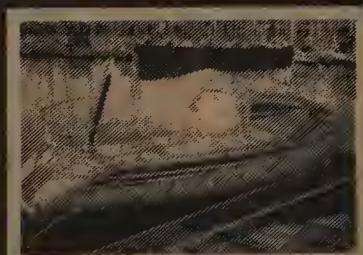
Hood 38 1982 by Waquiez. Teak decks. Beautiful interior. \$99,000.



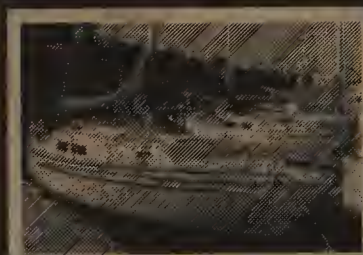
Cheoy Lee Ketch. 48'. 1980. Trimble Loran. Auto-pilot. Spic and span. \$125,000.



Passport 40. 1987. Furling jib. Dodger. Loran. Refrigeration. Cruising spinnaker. \$145,000.



Yamaha 26. 1984. Like new. Quality shows. Surveyed at \$27,500.



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Custom furniture grade interiors are available on all

Passports including the 37, 40, 41, 42, 44, 47 and 51. Choose from numerous standard configurations on each model or let us design an interior that meets your specific needs; the choice is yours.

Robert Perry, the designer of the Passport 37, 40, 47 and the new 41, and 44 best sums up the phenomenal success of the Passport line of performance cruising yachts. *"Passports are some of my most popular designs due to quality workmanship, superior handling performance and a competitive price, a combination that's hard to beat. My strongest impression associated with Passport is one of happy owners. You simply do not find an unhappy Passport owner. I'm very proud of these designs."*

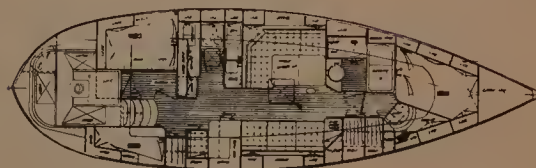
Models on Display at our docks

Passport 51
Passport 47
Passport 42*
Passport 40*
Passport 37

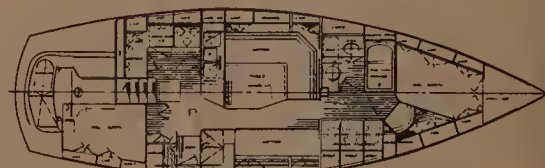
*See these Passports at the April boat show.



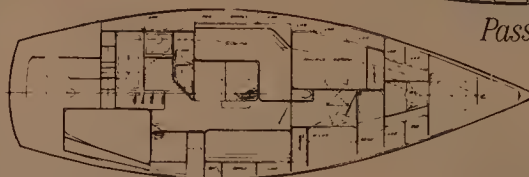
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Passport 42



Passport 40



Passport 37

Passport 40



Introducing the new
Passport 40 MKII.
See us at the
San Francisco
Boat Show.

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Classic beauty and traditional elegance are immediately evident when you first see a MASON yacht. A closer inspection reveals important cruising attributes like wide decks, great ventilation, easily managed sail controls, and a secure comfortable cockpit. The interiors speak of forgotten times when perfection was all that mattered.

Engineering details like a custom electrical system, a massive longitudinal hull stringer system, numerous bonded traverse floor beams and structural bulkheads provide peace of mind in even the most severe conditions. Huge storage lockers, real sea berths, large engines and ample chain

storage tell you that someone has been thinking.

Perfection is the only one standard feature found on each Mason Yacht that the MASON team refuses to change. Choose the size, sail plan and interior layout that meets your needs or let our skilled draftsmen create your dream interior. The Mason line of yachts include sizes of 33', 34', 44', 53', 54', 63', and 64'.

If you have been looking for a very special yacht which combines classic beauty with exceptional structural integrity you need look no further than Mason, there simply isn't anything better.

SIZES INCLUDE 33', 34', 44', 53', 54', 63', 64'

Mason 34. Only 3 more available for 1988. Call now.

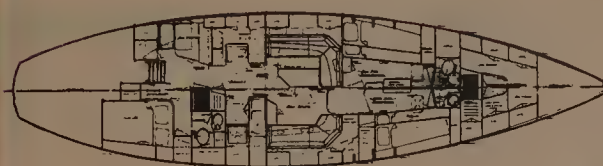
Mason 44. Lease back available on one boat, save \$13,000.

Mason 54. Available for May delivery.

Mason 64. Make your appointment now to see this fantastic yacht.


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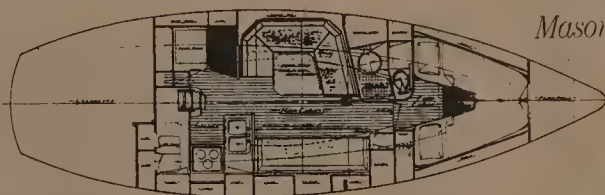
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Mason 54

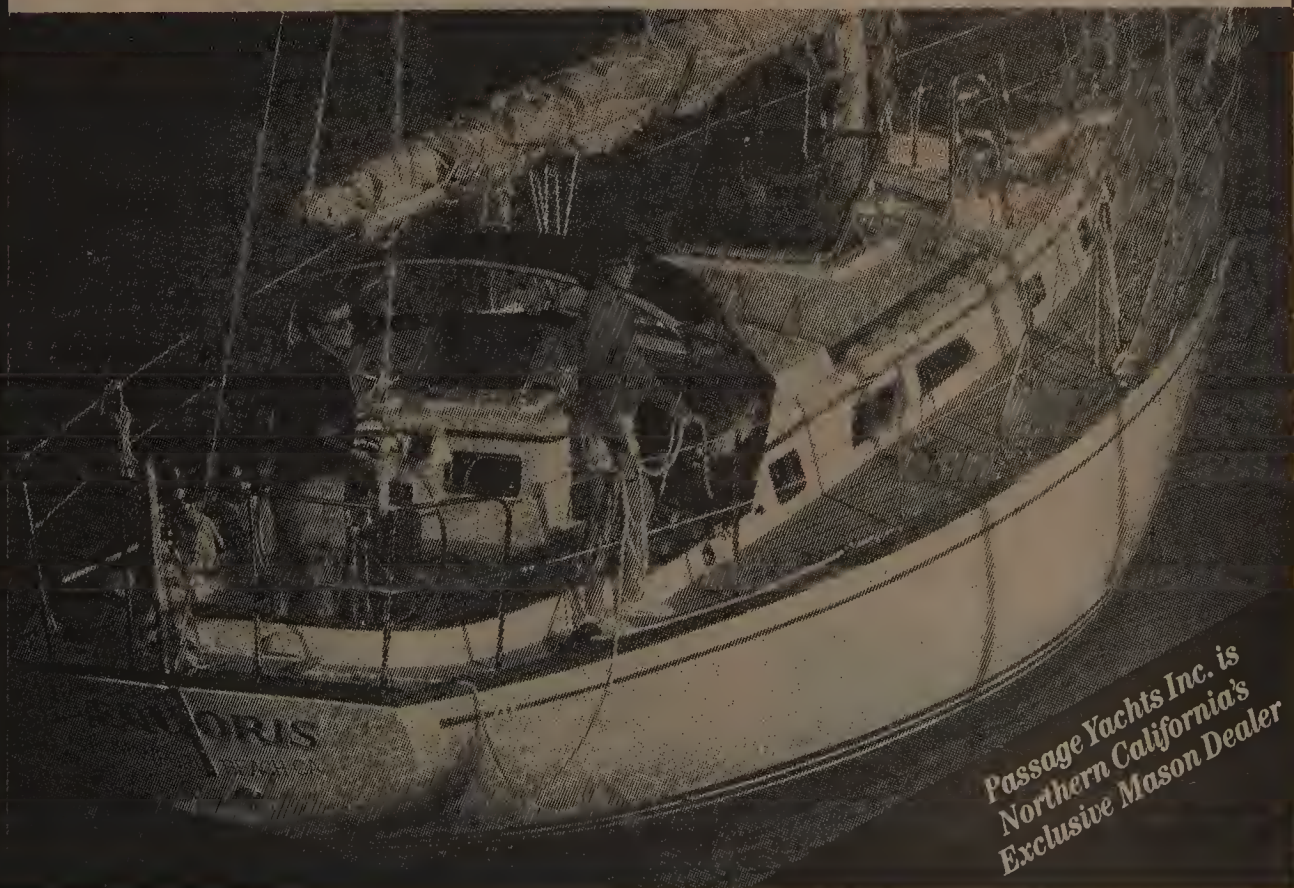


Mason 44



Mason 34

Mason 44



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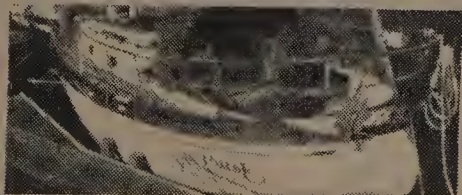
LIBERTY

TASWELL

TASHIBA

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SAIL:	★ AT OUR DOCKS
17' O'DAY DAYSAILOR II, '77, w/trlr...	\$ 1,550
23' O'DAY, 1975	7,950
24' J/24, 1984 ★	14,900
26' CHRYSLER, 1977	6,900
26' SAN JUAN ★, 1985	17,500
27' CS-27 ★, 1982	26,500
28' ISLANDER BAHAMA, 1981	29,850
28' MODIFIED H-28 ★ ketch	24,950
28' SAN JUAN ★, 1979	30,000
30' CAPE DORY ketch, 1978	34,950
30' COLUMBIA, 1974	16,700
30' BABA, 1979	65,000
30' BABA ★, 1985	86,000
30' PALMER JOHNSON, 1972	38,500
30' ERICSON, 1969	25,000
33' PEARSON 10M, 1974	52,500
35' FUJI ketch, 1975	69,000



1985 BABA 30 'SILK PURSE'

This immaculately maintained yacht is absolutely Bristol! Cutter-rigged with a wishbone staysail, she's as pleasing to the eye as she is to sail. A perfect "couple cruiser" for \$86,000.



1978 FREYA 39 'ATOLL'

This veteran cruiser is outfitted and ready to take you anywhere in the world. Autopilot, windvane, sextant, over-sized rigging, diesel heater, water filtration, cutter-rigged and ready to go!! \$79,500.

TATOOSH NEWS

BOAT SHOW TIME!

TATOOSH MARINE will be displaying 138 feet of New Yachts at the San Francisco Bay In-The-Water Boat Show at Mariner Square, April 13th-17th.

Our LIBERTY-49 as "KING"
Our TASWELL-43 as "QUEEN"
Our TASHIBA-36 as "PRINCE"

Visit us at the show and see the "KING" and "QUEEN" and the "PRINCE" of the Show and the FINEST QUALITY Ocean Sailing yachts built today.

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QUALIFIED BUYERS FOR
QUALITY YACHTS VALUED OVER
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1980 HANS CHRISTIAN 43 'ADIOS'
Cutter. Four cabins plus Pilotberth and all the gear necessary for successful cruising. Owner moving up. \$127,500.

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35' NIAGRA ★, 1982	79,950
36' PEARSON 365 ★, 1980	59,500
36' ISLANDER, 1974	44,950
36' S-2 11M, 1980	64,950
37' HUNTER ★, cutter, 1981	56,000
37' TAYANA cutter, 1981	83,000
38' C&C LANDFALL, 1980	76,500
39' FREYA cutter, 1978	79,500
39' BRISTOL yawl, 1969	67,000
41' MORGAN ketch, 1978	85,000
42' YORKTOWN, 1984	60,000
43' HANS CHRISTIAN, 1980	127,500
46' LIBERTY 458 ★, 1986	196,900

POWER:	
26' CARVER, 1986	33,500
30' WILLARD VEGA, 1975	49,950



1987 LIBERTY 458 'OBOE'

This fine world cruising yacht has all the equipment you need to make that ocean passage. She is set up with all the comforts of home and is awaiting your beck and call. \$196,900.

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"It has been a pleasure to get to know you — warm regards for enthusiastic fellow sailors."

Yours sincerely, Dave Sutton



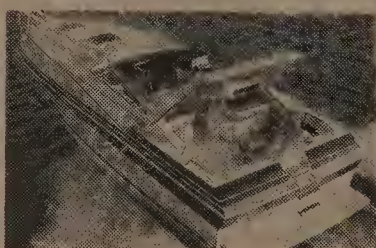
C&C 36 1981 w/roller furling jib, Loran C, EPIRB, liferaft, diesel, excellent condition. \$82K value — Asking only \$59,000.



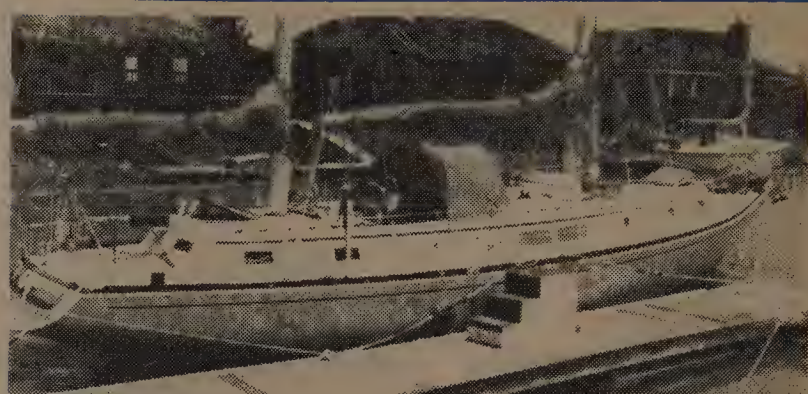
37' IRWIN Ready to cruise with autopilot, liferaft, dodger, two staterooms each with private head. Reduced to only \$55,000.



28' CARVER "Riviera" 1985. Aft cabin and European style; well equipped and like new condition. Replacement: \$79K. Asking only \$49,000.



34' WELLCRAFT 1985. Luxurious cruiser with twin 350 hp & generator, refrigeration, icemaker, full custom canvas. Replacement: \$150K +. Asking only \$99,000.



50' GULFSTAR Ship shape ketch with epoxy bottom, (8) sails, three anchors, windlass, sailing dinghy, liferaft, spare parts. Only \$110,000.



29' ERICSON This boat is clean & really well-equipped. I/B, dodger, spinnaker & gear, new main, new jib, roller furling. Seriously for sale. Below market — only \$24,900.



41' NEWPORT Ocean racer/cruiser. Heavy glass const. New: Main sail, shaft, prop, dodger, cushions, epoxy bottom, radar, windlass; eng new '85. Reduced: Only \$59,000.



43' PRESIDENT Turn the key and head off fishing! Everything you need down to the poles. Tub and shower, gen air range for comfort while roughing it. \$165,000.



57' CHRIS CRAFT Constellation '69. Low hrs on 871 dsls; 3 staterooms, LR & formal dining room. Cstm aft enclosure. New hull paint. This is the nicest 57' avail. Only \$197,000.

SELECTED SAIL BROKERAGE LISTINGS

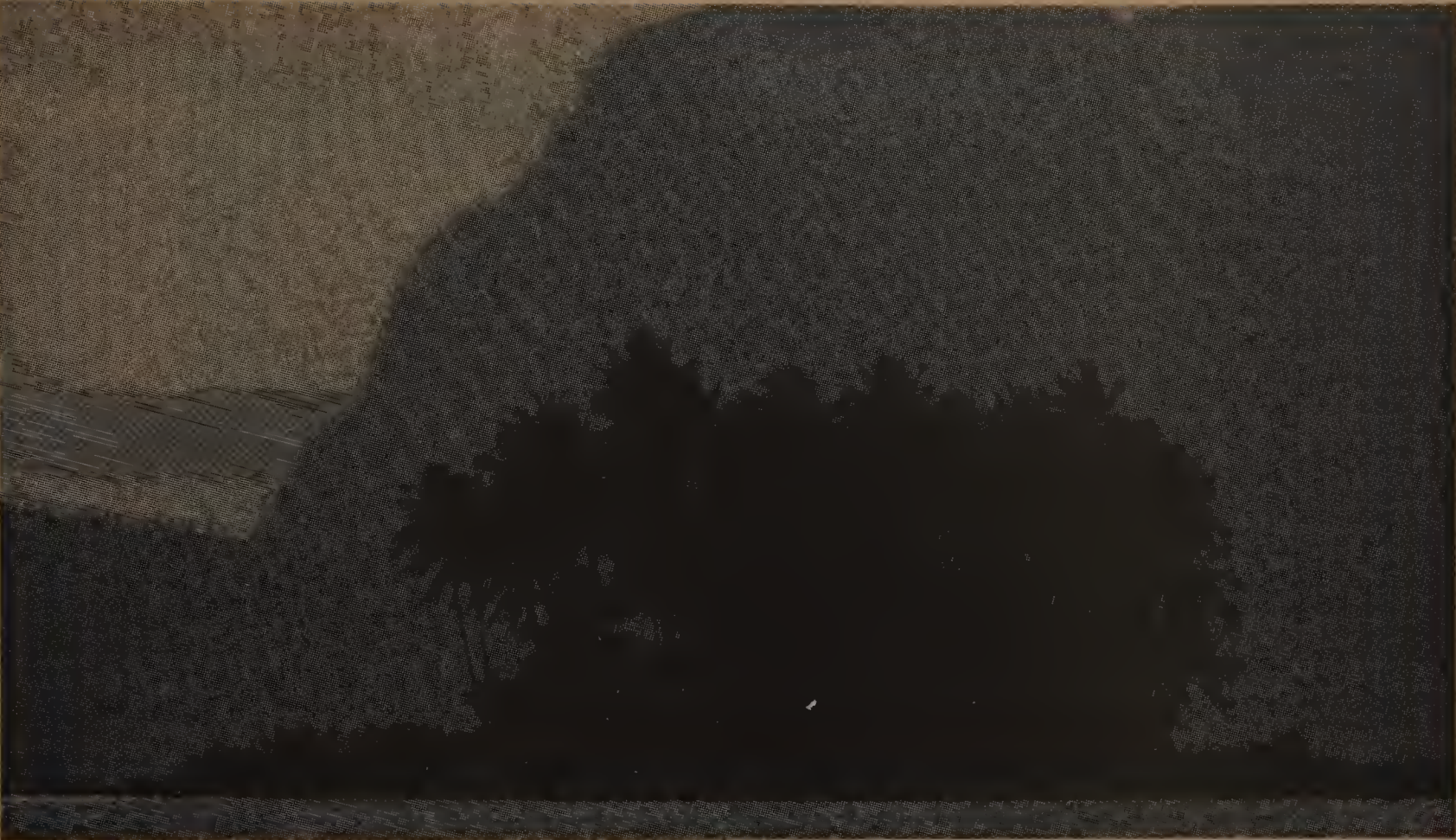
Size	Builder	Year	Asking
28'	ISLANDER	'81 Ocean racing yacht	\$29,900
30'	BABA	'79 Sturdy double ended cutter	65,000
30'	CATALINA	'80 Popular Bay cruiser . . . 4 frm	25,000
30'	PEARSON	'84 Reduced for quick sale!	49,000
30'	S-2	'79 Proven ocean racing yacht	33,000
31'	DUFOUR	'82 Rich teak interior, clean lines	58,500
32'	DOWNEAST	'76 Beamy cruising cutter	44,500
32'	WESTSAIL	'73 We have . . . 3 from	35,000
33'	HUNTER	'79 Whl, dsl, h&c water. Great value	39,500
34'	HUNTER	'83 Upgraded winches, winged keel	49,950
35'	CHEOY LEE	'66 Fiberglass Lion	39,000
36'	C&C	'80 High tech, reliable racer/cruiser	69,000
36'	FREEPORT	'78 One of the world's most elegant	79,000
36'	ISLANDER	'77 Many of the greats available . . . from below	45,000
37'	GULFSTAR	Fit and finish unsurpassed	69,500
37'	TAYANA	Perry dbl-ender, trad. cutter	75,000
38'	C&C YACHT	'80 Clean, well equipped, below market value at	76,500
38'	EASTERLY	'78 Must sell, performance, elegance	79,000
39'	BRISTOL	'67 Bristol condition	39,500
40'	CHALLENGER	'74 Roomy and clean	84,500
40'	ISLANDER	'79 Doug Peterson design	83,000
41'	FORMOSA	'72 Pacific veteran	79,500
41'	MORGAN	'78 One of the most loved yachts	85,000
41'	NEWPORT	'69 Seriously for sale, well equipped	59,500
43'	C&C	'73 Racer suitable for cruising	78,000
44'	PETERSON	'78 Teak decks, performance cruiser	135,000
45'	LANCER	'83 Twin diesel M/S . . . reduced	125,000
46'	FORMOSA	'78 Pacific veteran, ready to go again	98,000
48'	KETCH	'81 Ultimate cruising	275,000
105'	LOGGERT	'03 Iron Baltic ketch	200,000

SELECTED POWER BROKERAGE LISTINGS

Size	Builder	Yr	Asking
28'	BAYLINER	'84 Clean, religiously maintained	40,500
30'	SCOUT	'79 Fiberglass replica of 1920 cruiser	\$44,750
34'	CALIFORNIA	'77 Twin diesel	69,000
34'	TOLLYCRAFT	'79 Very clean	70,000
35'	VIKING	'79 Sportfisher	105,000
35'	MODERN	'83 Low hours, diesel sedan	79,000
36'	CHRIS CRAFT	Sea skiff . . . 3 frm	24,500
36'	GRAND BANKS	'73 Original owner, only 900 hours	69,500
36'	STEPHENS	'54 Aft cabin	27,500
37'	PEARSON	'65 40 mph new engines	49,500
38'	BAYLINER	'84 Turbo diesel	109,000
38'	CHRIS CRAFT	'85 Commander Sport sedan	162,000
38'	CHRIS CRAFT	'83 Cockpit Motoryacht	110,000
40'	BLUEWATER	'77 Twin diesel PH . . . reduced to	85,000
40'	BLUEWATER T	'77 Large aft cabin	86,000
41'	LUHRS	'79 Twin cat 3208 sportfisher	89,000
42'	CHRIS CRAFT	'64 Recent haulout, great condition	59,500
42'	GRAND BANKS	'68 Deep "V" tri cabin	79,500
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47'	KEN HILL	'67 Estate sale; cstm dsl trwlr MY	79,000
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50'	CHRIS	'60 Twin diesel, queen bed aft	115,000
50'	STEPHENS	'60 3 staterooms, twin diesel	137,000
52'	BLUEWATER	'82 Fiberglass high performance MY	169,000
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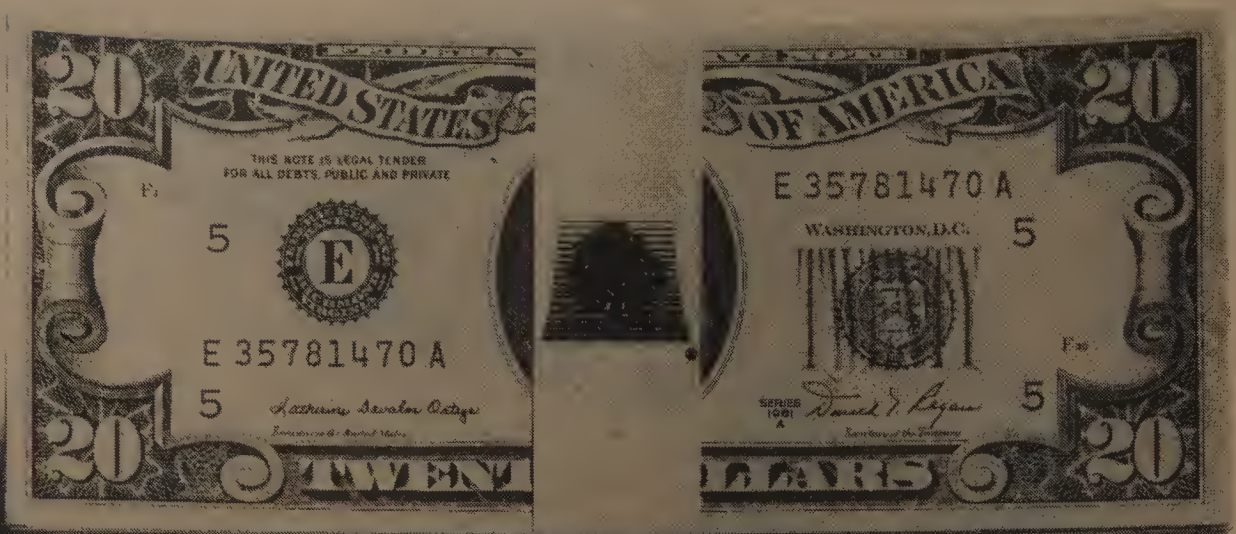


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NEW DEALERS FOR ISLAND PACKET 27-31-38



SANTANA 35 This well-equipped, highly competitive racer/cruiser has a two-boat owner who has to part with this one to keep the bigger one. Ready to deal! Offers.



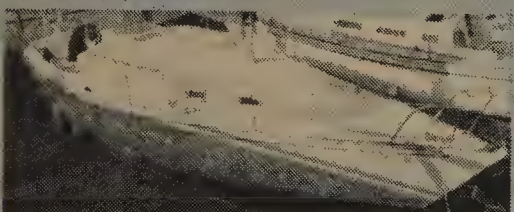
CUSTOM ALUMINUM 33 Built in Holland, she has plenty of offshore miles and all the offshore gear. Recent 17K investment in paint and refurbish. A beauty. \$54,900.



HANS CHRISTIAN 43 We now have two of the cleanest: one ketch, one cutter. The ketch has radar, Loran, 2 heads. Cutter has roller furling, performance keel and lots of trophies.



HALBERG RASSY 42 Radar, autopilot, SatNav, diesel, forced air heat, 12' Achilles, 8 person raft, Aries... a beautifully built & equipped Swedish offshore yacht of first quality. \$189,500.



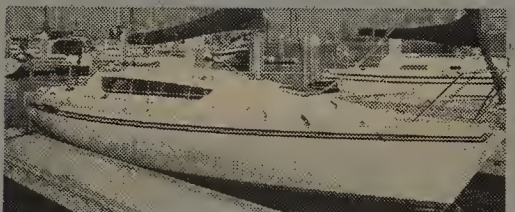
MORGAN 32 With 11.5 beam this is a spacious 32 with full cruise gear — she's already seen the Bahamas. Five sails including spinnaker. \$39,900.



RANGER 33 Recently reduced price, continuing perfect maintenance. Gary Mull design, seaworthy construction — classic lines that will never be obsolete. \$33,000.



MULL 30 'Chico' The notorious cold-molded Gary Mull speed burner, meticulously sailed and maintained by the tightwad of Tiburon. \$29,950.



ELITE 29 Quick sport cruiser with light, airy European interior. Built and imported when the dollar was out of whack, making this a great value.



WESTSAIL 43 Custom built in 1976 for the V.P. of Quality Control for Westsail. Steel reinforced bow, insulated hull and deck, ash overhead, cedar lockers, oversized rigging. \$104,900.



CAPE DORY 27 Solid and stiff Bay sailor or coastal cruiser. This yacht boasts many extras lovingly designed by her previous engineer-owner. Asking \$28,500.

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23' AQUARIUS		4,950
25' CATALINA		14,900
25' CUSTOM BAHAMA		17,900
25' HUNTER		14,900
25' FREEDOM	(2)	21,900
26' SCHOCK INTERCLUB		11,000
26' COLUMBIA		11,500
27' ERICSON		18,950
27' H-27		12,900
27' NEWPORT		17,000
27' CAL 2-27		19,500
27' CATALINA		19,500
27' SUN		17,500
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28' TAIWAN		19,500
28' RANGER		22,000
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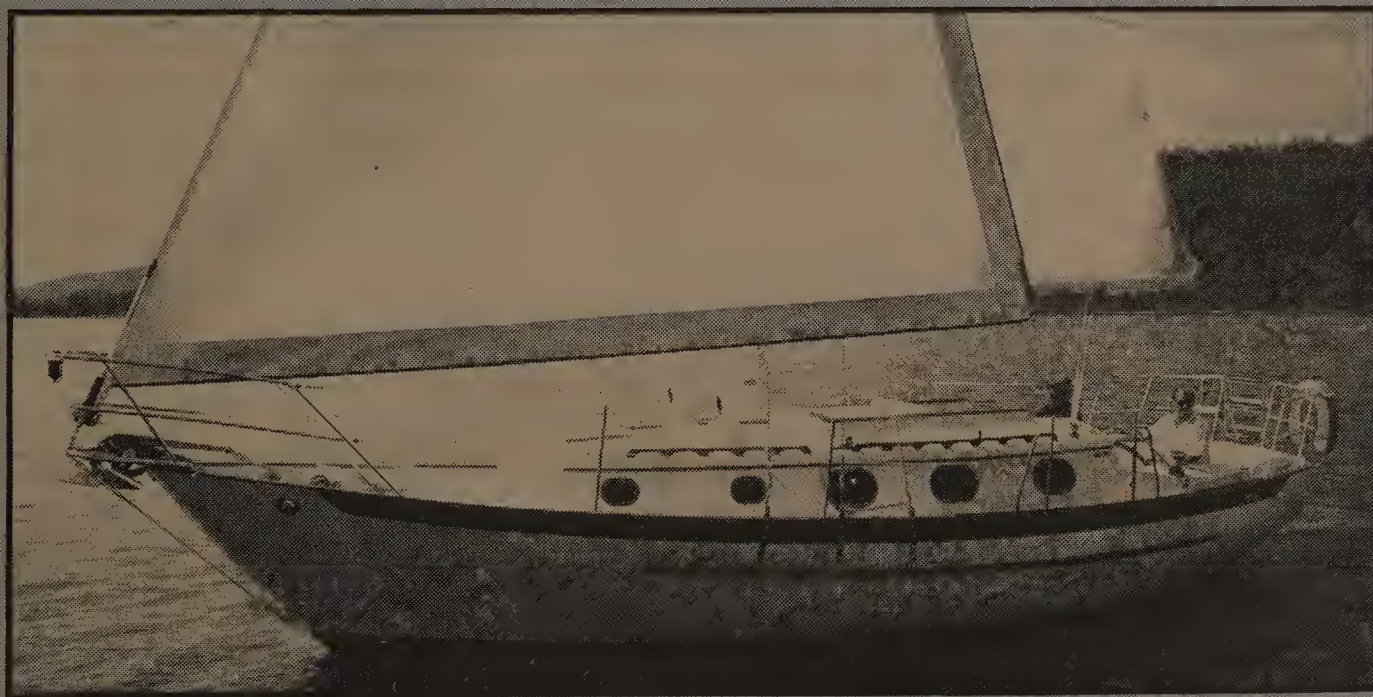
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Chris Caswell, Yachting Magazine

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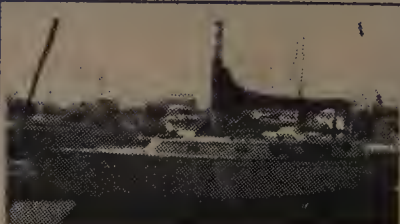
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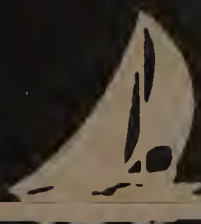
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46' SEA EAGLE, '85	124,000	35' SPENCER BOATS, '65	45,000	29' POINTEN, '77	32,000
45' GARDEN KCH, '70	60,000	34' CAL (3) frm	32,000	28' ALBIN MARINE, '81	34,500
44' CHEOY LEE, '77	119,000	34' CAL III, '75	44,000	28' COLUMBIA, '77	20,000
43' TSUNAMI, '83	45,000	34' FAST, '84	52,500	28' ISLANDER (2) frm	28,000
42' EXCALIBUR, '81	119,000	34' NORTH COAST, '81	46,000	28' ISLANDER BAHAMA, '78	28,500
42' PEARSON, '81	125,000	34' PEARSON (2) frm	69,900	28' RANGER, '74	19,500
42' PEARSON 42.4, '81	119,500	34' WYLLIE, '81	47,500	28' ROYAL CRUISER, '70	24,500
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40' MOTIVA, '81	90,000	33' YAMAHA (2) frm	35,000	27' CAPE DORY, '78	24,000
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39' O'DAY, '83	92,000	32' FUJI, '76	45,000	27' GAFF CTTR, '70	8,000
39' WESTSAIL, '80	65,000	32' ISLANDER, '77	43,000	27' SANTANA, '72	14,500
39' YORKTOWN CTTR, '85	37,000	32' UNION, '82	59,500	27' SUDDEN MULL CSTM, '76	17,000
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38' DOWNEASTER, '76	67,000	31' CHEOY LEE, '69	26,500	26' BALBOA, '75	10,500
38' ERICSON, '81	69,000	31' PEARSON SLP, '78	37,000	26' CHEOY LEE, '64	17,000
38' ERICSON 381, '87	95,000	31' SEA EAGLE, '80	47,000	26' COLUMBIA, '70	9,850
38' PEARSON 385, '84	119,950	30' C&C MEGA, '79	13,500	26' MARIEHOLM (2) frm	12,500
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37' TARTAN, '81	72,000	30' ILWACO, '55	15,500	25' CATALINA (4) frm	11,900
37' TAYANA PH, '85	107,000	30' ISLANDER (2) frm	22,500	25' CHEOY LEE, '62	9,500
36' CHEOY LEE, '73	59,500	30' ISLANDER BAHAMA (2) frm	29,500	25' ERICSON, '74	11,900
36' ISLANDER (5) frm	42,000	30' NEWPORT, '76	23,000	25' KIRBY, '79	11,950
36' MAGELLAN, '77	65,000	30' PACIFIC, '71	11,500	25' O'DAY, '78	9,950
36' S-2, '80	62,000	30' PALMER JOHNSON, '72	35,000	25' PEARSON ARIEL, '62	6,500
36' YAMAHA, '81	79,000	30' PEARSON, '73	19,500	25' WING, '68	15,000
35' C&C, '84	69,500	29' BRISTOL 29.9, '67	19,500	23' COLUMBIA, '75	5,995
35' CHALLENGER KCH, '77	53,000	29' CAL (2) frm	19,000	23' RANGER, '73	9,500
35' COLUMBIA, '78	44,500	29' CASCADE, '67	31,000	21' YNGLING, '84	8,000
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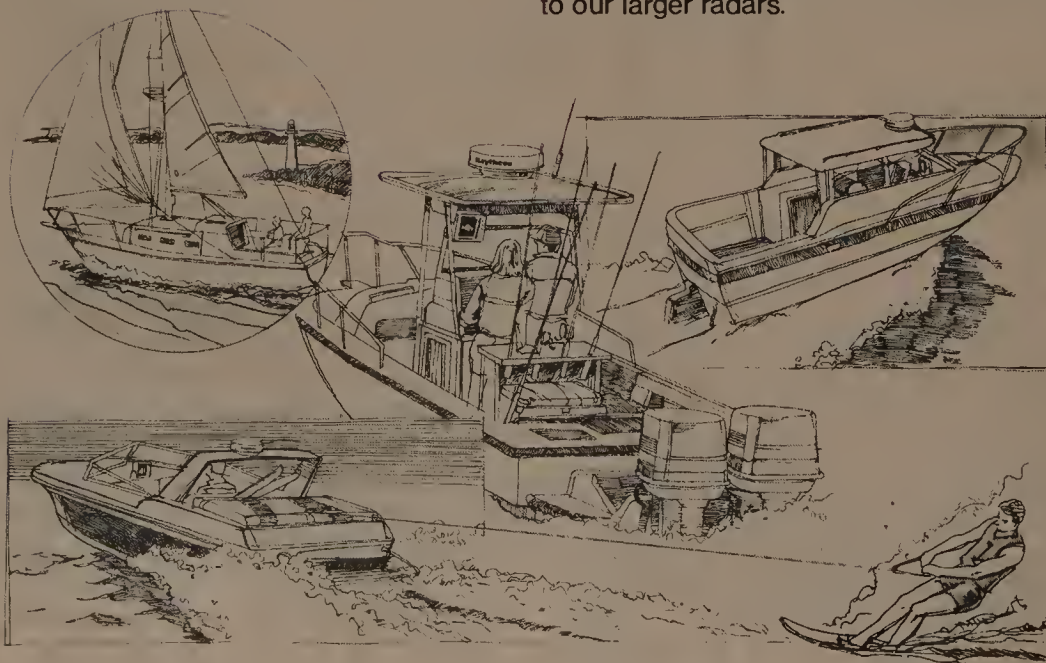
Raytheon



Raytheon makes big news with a remarkable small boat radar.

not very First the bad news.

To bring the added convenience and safety of radar navigation to trailer boats, center consoles, day sailers, and such, we made the R10 Radome Antenna exceptionally small. Only 17.7" x 8.9" and 12.1 lbs, to be exact. At this size we had to accept a 6° horizontal beam width. That's a law of physics. Not a Raytheon choice. The result is a slight reduction in long-range definition, when compared to our larger radars.



Now the good news.

With its Low-noise Front End Receiver and Microwave Integrated Circuit (MIC), the R10's 1.3-kW transmitter packs enough punch to challenge the performance of larger radars. And, just look at all of these other outstanding features:

- The weatherproof R10 has passed Raytheon's tough environmental tests for shock, vibration, temperature extremes, and resistance to corrosion, fungus and water penetration
- Bright 7", 512-line Raster Scan display
- Shows Lat/Long or Loran TD position*
- 7 ranges from 1/4 to 16 nm
- 2 pulse lengths
- Target expansion
- Range rings
- Electronic Bearing Line (EBL) and Variable Range Marker (VRM) with readouts
- SeaGuard Intrusion Alarm
- IR, rain and sea clutter controls
- Meter bars show levels set for rain and sea clutter, gain and tuning
- Picture "freeze"
- Easy to install
- Display mounts on dashboard, bulkhead or cabin top
- Bracket permits fast removal for safe storage
- Fits into overhead equipment cabinets
- Optional recessed display mounting kit available

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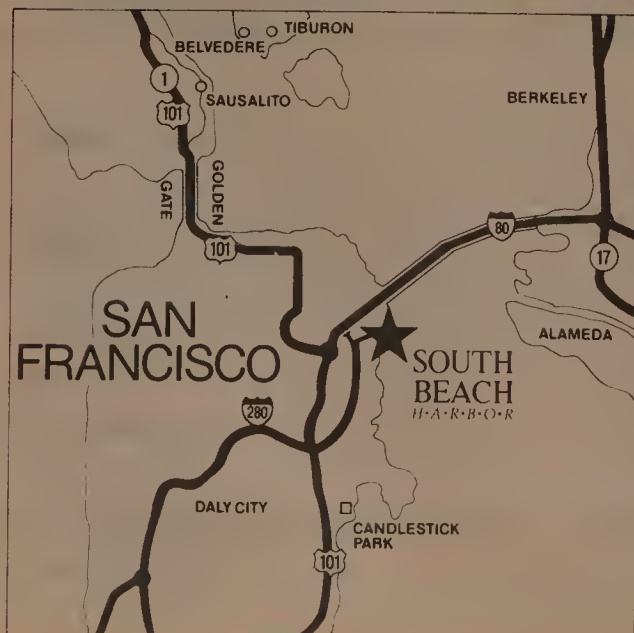
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CALENDAR

Nonrace

April 2 — Annual Coronado 25 Sail Clinic for Racers/Cruisers. 10 to 4 at Metropolitan YC. For details, call Elaine Kozak at 332-3380 or Bill Rossman at 682-4612.

April 3 — Daylight Savings Time begins. Set those clocks forward an hour and start using the boat after work.

April 8-9 — "Pick up Shticks", Corinthian YC's second annual original musical extravaganza featuring 32 CYC members "ranging in talent from seasoned Las Vegas singers to former high school choristers." A portion of the proceeds will be donated to the San Francisco Bay Sailing Association to benefit our local Olympic sailors. Tickets are \$10. To find out more, call the CYC Box Office at 435-5101.

April 8 — "My Try Sails to New Zealand," a slide show by Fred Zerbocken who cruised the South Pacific in his 41-ft trimaran. Stockdale Marine in Sacramento, 7:30 p.m., free. (916) 332-0775.

April 9 — Benicia YC and Benicia Marina Waterfront Festival. Opening Day on Carquinez Strait and Blessing of the Fleet. Decorated boat parade begins at 11 a.m. Festivities to include an art show, music, food and dancing until 10 p.m. Call Jerry Martin at (707)-746-6600 for details.

April 9 — MYCO/BYC Midwinter Trophy Presentation. 6:30 p.m. at MYCO. Spaghetti feed for four bucks, followed by trophies.

April 13 — *Latitude 38* Crew List Party, Corinthian YC, Tiburon, 5:30 to 9 p.m. Come meet new folks to sail with this summer. Free to those listed in the March and April issues, all others pay \$1 (boat owners) or \$5 (potential crew) at the door. World renowned *Latitude 38* T-shirts to the first 50 or so to show up. Call 383-8200 for more information.

April 14 — Yet another *Latitude 38* Crew List Party. Same hours, same agenda, same phone number as above — just a different place, the Metropolitan YC, so you East Bay sailors don't have to pay bridge toll the night before. *Latitude 38* employees — and anyone else intending to be at both parties — have our permission to skip work on the 14th.

April 14 — MORA Potluck Dinner at Berkeley YC. Come find out what's new with our local midgets. Dinner at 6:30, talk at 8:00. Here's what to bring: last names A-G shall provide desserts; H-N main dishes; O-R salads; S-Y appetizers; Z's are free. Sally (444-4321) or Michelle (638-6672).

April 20 — Singlehanded Sailing Society TransPac Seminar, Oakland YC, 7 p.m. Further discussion of safety at sea, including the demonstration of how to inflate a liferaft. Also, provisioning for the T-Pac. Admission free. Call Shama Kota at 332-5073 for more.

April 24 — Opening Day. Theme is "Sports on the Bay." Festivities include a Blessing of the fleet in Raccoon Strait, a decorated boat parade and fire boat show. PICYA sponsors. Richard Tipton, (707) 745-0166.

April 28, 1789 — The crew of the armed transport *Bounty* mutinies off Tofua in the Tonga group. Captain William Bligh and 18 loyal crew are cast adrift in an 18-ft open boat. Bligh may have been an SOB, but he was an incredible seaman. He piloted the launch 3,600 miles to safety on Timor (near Java), and didn't lose a single man.

Racing

April 6-10 — U.S. Yacht Club Challenge. Twelve clubs will square off in identical Schock 35's in a five race series to determine who's the best yacht club in the nation. Billy George will be steering the St. Francis YC entry. Sponsored by Rolex Watch U.S.A. and hosted by Newport Harbor YC.

April 9 — Doublehanded Farallones Race. This is the ninth running of this exciting shorthanded event. Sponsored by the Bay Area

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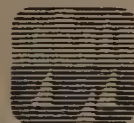
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Mail your check, payable to Thunderbird World's Committee, to Fleet #6, 10901 Julius, Oakland, CA 94605. All proceeds will go towards hosting the Thunderbird World Championship Regatta on S.F. Bay in July 1989. For further info. call (415/636-0607).

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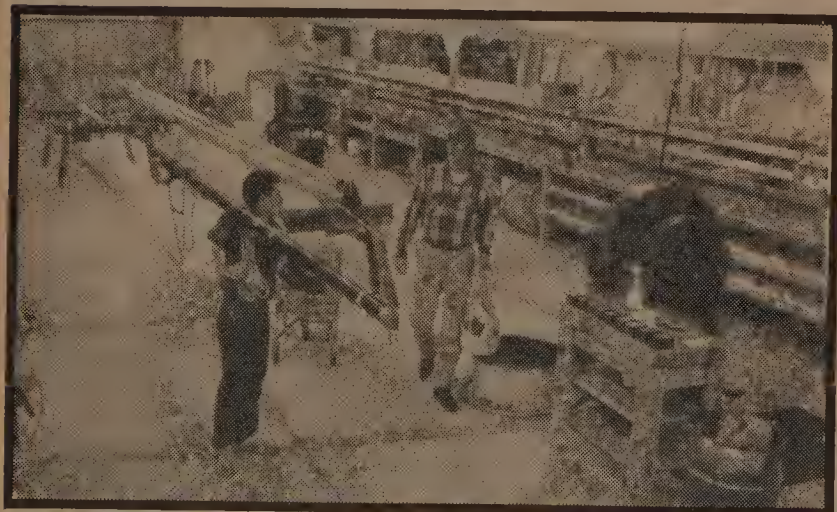
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CALENDAR

Multihull Association (BAMA), it's open to all. Skippers meeting on April 5th at MYCO. For more information, call Lynne Therriault at 232-2725.

April 9 — BYC/MYCO Midwinters Party and Trophy Presentation. At MYCO — call the club (832-6757) for details.

April 9-10 — Resin Regatta, hosted by the San Francisco YC. The woodies have their own races, this one's for fiberglass boats only. If your class is interested, call Rich Wideman at 892-6308 after 6 p.m.

April 9-10 — Lakeport YC Spring Regatta, on beautiful Clear Lake. Dick Smith, (707) 263-1476 or Ken Sheldon, (707) 263-5039.

April 9-10 — The Bruce Easom Perpetual Trophy. Cal 29's only. Three non-spinnaker races near Red Rock. Held in conjunction with a cruise to San Rafael YC. Call Doug Clark at 964-0912 for further info and race entry forms.

April 9 — El Ano Trigesimo-Cinco Gran Concurso Barco-Toro. Unless our Spanish fails us, that loosely translates to the 35th Annual Bullship Race. Sailed in El Toros, the race starts in Sausalito at 8 a.m. and ends a few hours later off the St. Francis Yacht Harbor breakwater. That's the idea anyway — with a 3.8 knot max ebb at 10:30 that morning, more than a few boats could get flushed to the Farallones.

April 10 — Small Boat Racing Association (SBRA) Division B at Sausalito YC. This is the second regatta of SBRA's busy 51st season on the Bay. Thirteen classes, ranging in size from El Toros to 5-0-5's, are already out there doing battle. Why not you? Call Gene Harris at 548-3730 to join the fun.

April 16 — Ano Nuevo Race. 26th running of Monterey YC's 78 mile sprint up to Ano Nuevo and back. Des McCallum tells us that his record time last year with *Pandemonium* (seven hours, 17 minutes) will probably never be broken. We believe him. Contact Jim Svetich, Box 91, Monterey, 93942 for registration material.

April 22 — Newport to Ensenada Race. 41st annual "Enchilda Derby". Almost everything that floats in Southern California enters. Almost as much fun as Antigua Race Week, which starts on April 24th. Contact NOSA at (714)-640-1351 for the lowdown.

April 23 — Doublehanded Lightship Race. Short n' sweet, if the wind holds. This year it will be run in conjunction with crewed Lightship races. Island YC sponsors, proceeds go to United Cerebral Palsy and Whale Center. Paul Mazza, 769-8257 or 934-5197.

April 23-24 — Slide, Ride, and Jibe. Second annual triathlon at Lake Tahoe. Over 100 participants are expected to ski (giant slalom at Squaw Valley), bike (20 miles), and boardsail on the lake. Team or individual entry. Sounds like fun — send us a report if you do it! Call Alvina "Bitsy" Patterson at (916) 546-2369 or (916) 546-5857.

April 30-May 1 — Vallejo YRA Race. Hard to believe, but the summer season starts again in a month. This race is even bigger than the "Enchilda Derby", but it's not an "international" yachting event (unless you consider Vallejo a foreign port). Bring extra fenders and your dancing shoes.

April 30 — 12th Annual Colin Archer Memorial Race for full keel, heavy displacement boats that go both ways (read: double-enders). Encinal YC sponsors this intentionally low-key affair. Five divisions; 40 or 45 boats expected. Call Stan Tice at (408)-277-5215 (days) to enter.

April 30-May 1 — Konocti Cup, hosted by the Lakeport YC. Warm-weather racing on beautiful Clear Lake. A change of pace worth your time if you can beg, borrow or steal a trailer to get there. For more information, contact Jim Ziebell at (707) 263-6131 or Ken Sheldon at (707) 263-5039.

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ISLAND YC — Alternating Friday nights with the the EYC series. 4/29, 5/13, 5/27, 6/10, and 6/24. Same phone number as above.

SANTA CRUZ — Every Wednesday night beginning April 6th until the end of daylight savings time. Starts outside the harbor sometime after 6 o'clock. Very loose, very fun.

WRA of MONTEREY BAY — Friday night series for Women's Racing Association. 4/22, 5/20, 6/24, 7/22, 8/19. Sydnie Moore, (408) 429-8304.

Please send your calendar dates **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!

April Weekend Tides

date/day	max current	slack	max current
4/2/Sat		0056	0350/4.0E
		0729	
	1023/3.3F	1335	1612/3.3E
		1933	
4/3/Sun	2223/2.9F		
		0219	0525/4.3E
		0904	
	1159/3.3F	1518	1747/2.9E
4/9/Sat		2058	
		2354/2.7F	
		0104	0404/1.3F
		0632	
4/10/Sun	1026/3.8E	1439	1753/2.8F
		2128	2324/1.3E
		0247	0523/1.5F
		0800	
4/16/Sat	1136/3.9E	1544	1900/3.2F
		2220	
		0125	0431/5.3E
		0812	
4/17/Sun	1115/4.5F	1428	1657/3.5E
		2017	2308/3.6F
	0017/1.1E	0313	0546/1.2F
		0810	1129/2.9E
4/23/Sat		1543	1906/2.6F
		2208	
		0155	0417/1.1F
		0652	
4/24/Sun	1016/3.1E	1445	1812/2.5F
		2121	
	0017/1.1E	0313	0546/1.2F
		0810	
4/30/Sat	1129/2.9E	1543	1906/2.6F
		2208	
		0043	0346/4.2E
		0735	
5/1/Sun	1031/3.5F	1344	1610/2.8E
		1929	2219/2.8F
		0109	0422/4.6E
		0810	
5/1/Sun	1109/3.6F	1429	1649/2.7E
		1958	2251/2.7F

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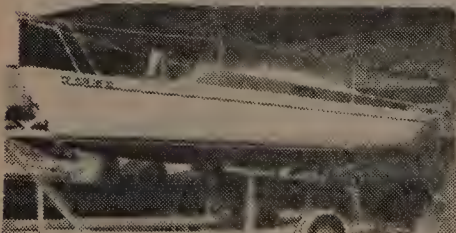
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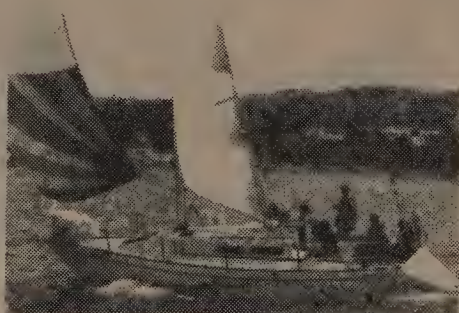
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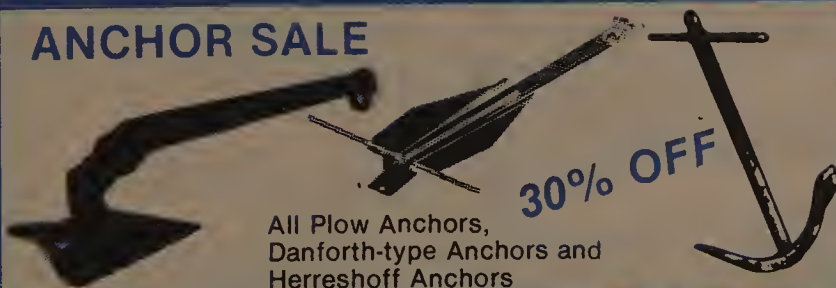
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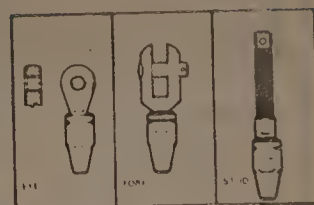
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3/16	7/16	50'	50'	148.00	74.00
7/32	7/16	60'	60'	196.00	98.00
7/32	1/2	65'	65'	229.00	112.00
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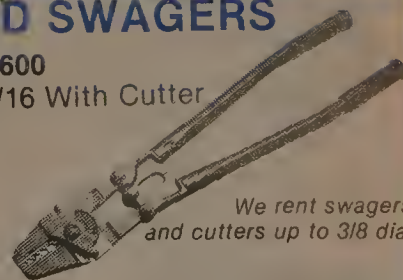
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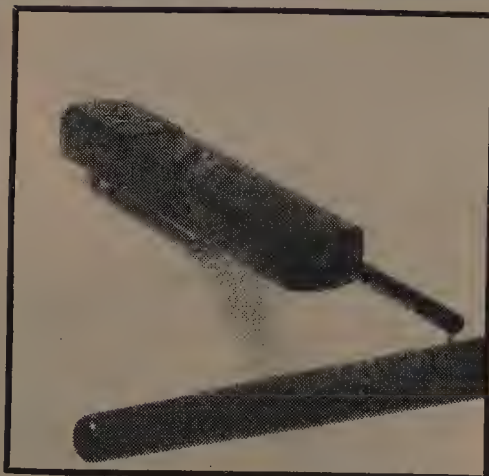
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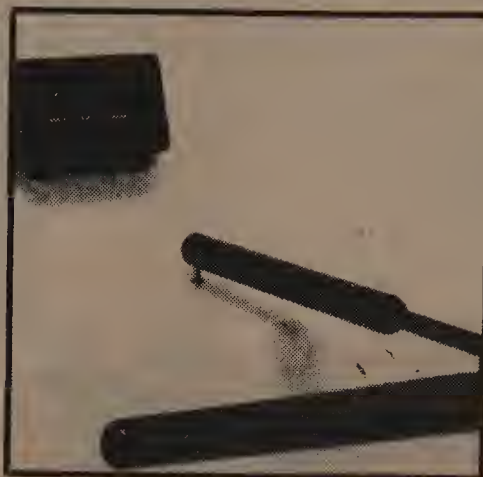
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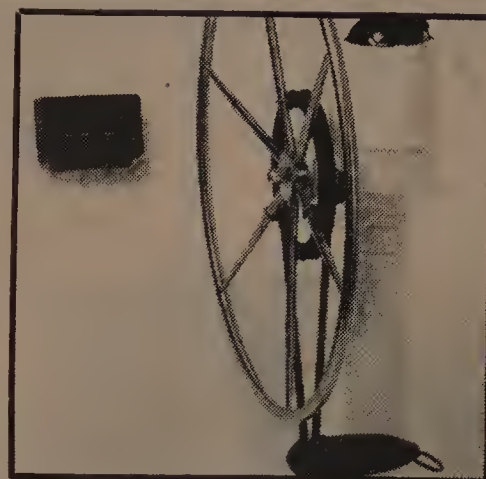
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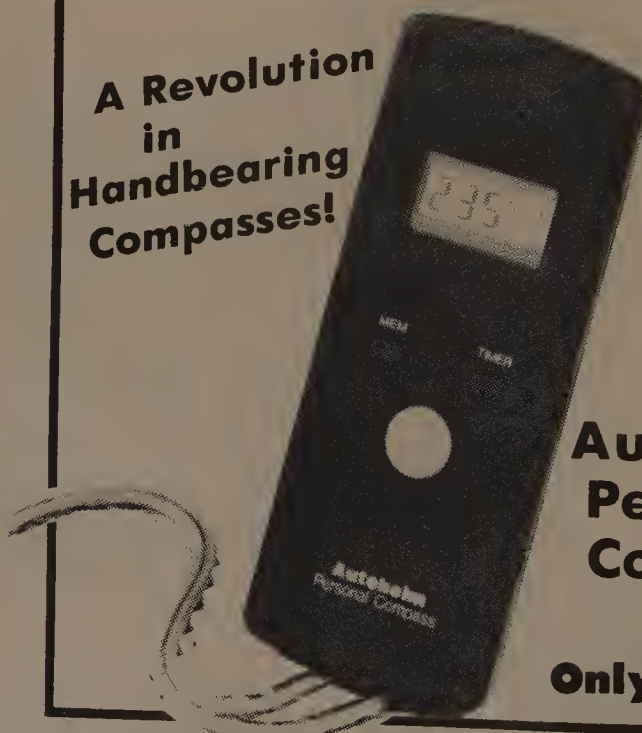
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LETTERS

□ NOT FORGETTING THE PAST

It was a pleasure to see Shimon van Collie's fine article on Denny Jordan. The days of the *Baruna* and *Bolero* races may be gone, but they are not forgotten. It is important that the old-timers in yachting on San Francisco Bay are identified and interviewed so that an adequate history of the Bay can be compiled through their recollections.

During the early 1970's I decided that Lester Stone's recollections should be saved on tape. Thus for several days we did an oral history in Lester's office at the old W.F. Stone yard in Alameda which, by that time, was owned by John Whitsett. Although the old W.F. Stone name died with Lester's retirement, John conducted the continuing operation under the name of the Stone Boat Yard. I recall that John was very gracious in allowing Lester to keep his office at the yard exactly as it always had been.

I had no idea of how to make an oral history. Accordingly I asked Lester questions and referred to some of the pictures on the wall behind him thinking that later on we would document each picture in another interview. Unfortunately, the pictures were never documented and Lester died shortly thereafter.

At the same time I was talking with Lester, an elderly gentleman from the *Oakland Tribune* who wrote the historical column *The Knave* was interviewing Lester. This column had been a favorite of mine for years and was, in fact, responsible for fostering my interest in Bay Area history.

The interplay between these two old-timers was remarkable, especially when they compared their recollections of the Old Moore Dry Dock Company which outfitted the elegant 140-ft schooner yacht *Northern Light* which he built in 1927 for John Borden of Chicago. Strangely enough, no one had ever done an interview of Lester in depth and, accordingly, the Bancroft Library in Berkeley was glad to have the tapes, flawed as they were.

The moral is that oral histories can be done by almost anyone. If you know a person whose interview would enhance our knowledge of a particular subject, do it yourself now. If one waits around for a trained observer the opportunity will be lost. I had often thought of doing one of Glenn Waterhouse. He was an old friend and had been our mentor at the University of California Sailing Team and had been a Gold Medal winner in the Star Boats in the 1932 Olympics. Unfortunately Glenn died before I got around to it.

At the time of our interview Lester gave me a list of all the boats built by W.F. Stone and Son on the firm letterhead. This list was prepared by Lester himself. Since there are so many boats in the area which brokers claim had been built by Stone but were not, I thought it might be a public service for *Latitude* to publish the authentic list.

Please continue to assign Shimon to projects such as the Denny Jordan Story.

William E. Vaughan
Oakland

William — Because W.F. Stone and Son built so many boats, we're going to have to publish a list of just the pleasure sailing vessels.

1853-1893: Twenty-two boats were built, including sloops, schooners and yawls, among them *Flirt* and *La Paloma*. The lengths were between 22 and 50 feet.

1893-1899: Twelve sloops and two yawls, between 25 and 68 feet.

1901: The five-masted schooner, W.H. Marston, which was to be the first of many large schooners for the lumber and other trade.

1904: Three sailing yachts between 56 and 59 feet, including *Corinthian* for the *Corinthian YC*.



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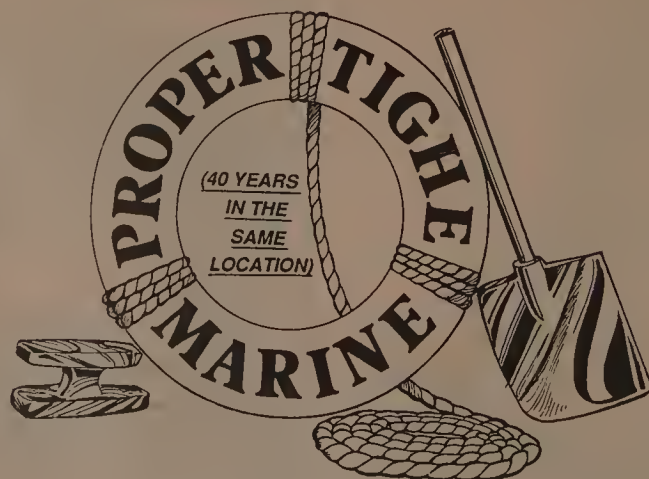
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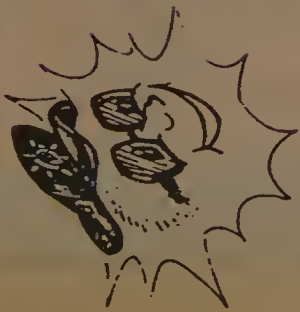


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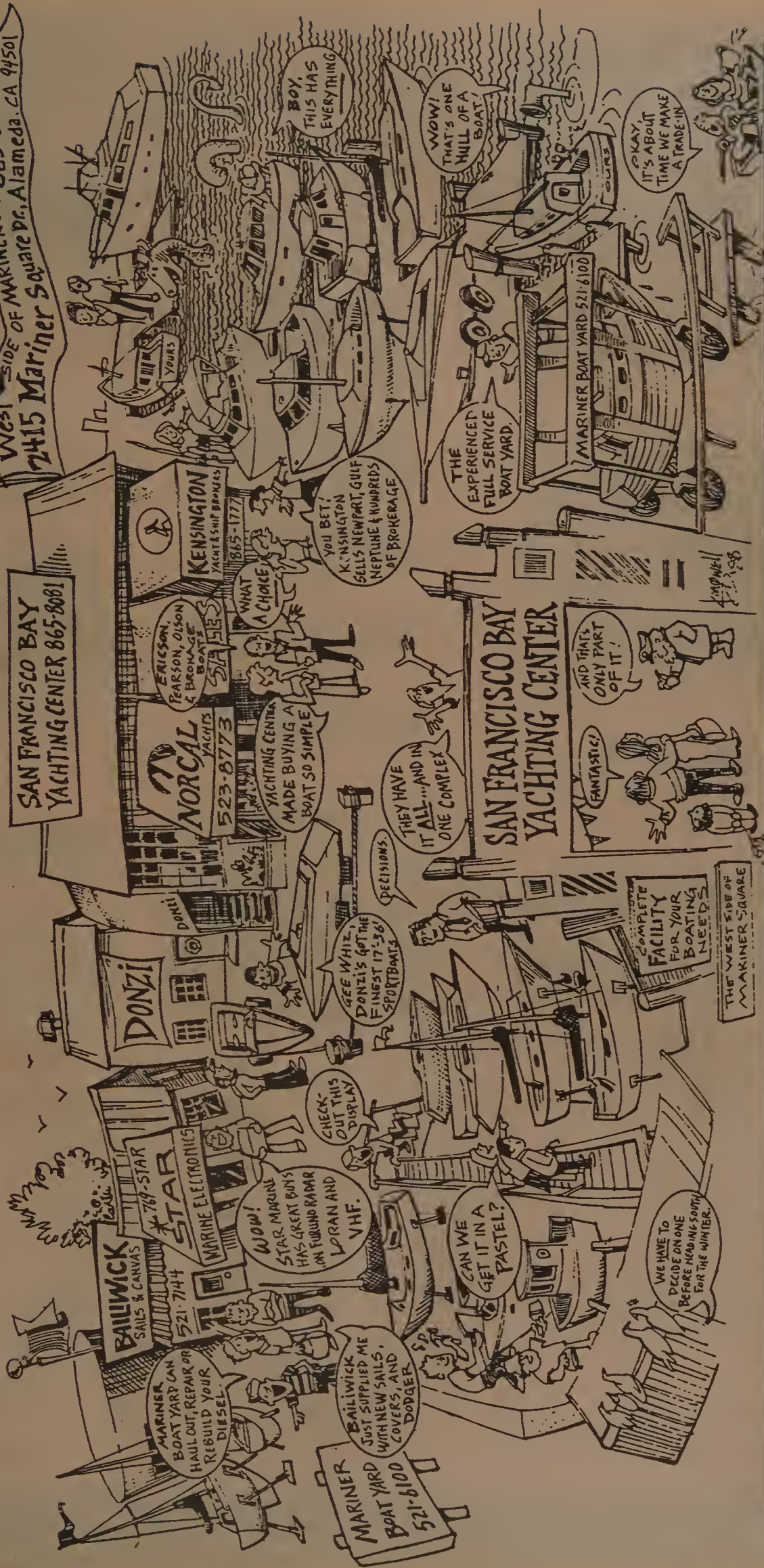
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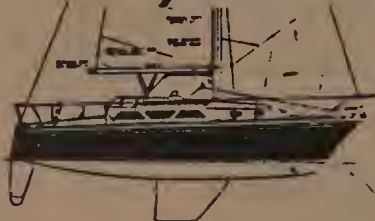


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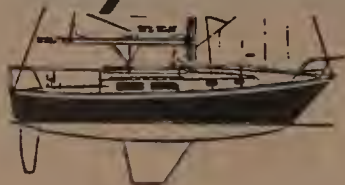
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25' OLSON/trlr. '85	20,000	35' FUJI kitch, '74	49,000
27' CAL 2-27, '76	19,500	36' YAMAHA alp. '81	79,000
27' ERICKSON, '74	15,900	36' PEARSON, '73	54,000
27' EXPRESS/trlr. '82	27,000	36' CHBOYLEE kitch	67,000
27' WATKINS, '80	19,900	36' C.L. LUDERS, alp	49,500
28' ISLANDER, '75	28,000	38' ALAJUELA, '77	79,000
28' SUN, alp, '78	18,500	39' FREYA, (2) frm	79,000
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30' CATLINA, '81	28,500	41' ISLANDER Freeport	89,000
30' FISHER PH M/S	55,000	41' NEWPORT 11, '83	82,000
30' PEARSON 303	45,000	44' SPENCER ctr	139,000
30' RAWSON, '67	27,700	50' GULFSTAR kitch	110,000
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33' YAMAHA alp, '79	34,000		

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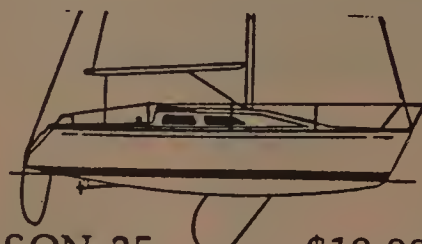
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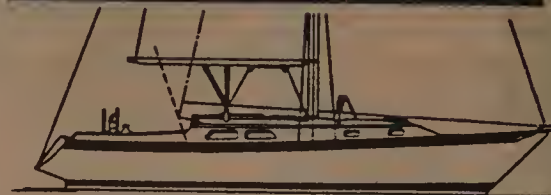
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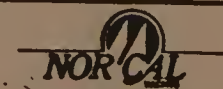


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30' ERICSON, '83	45,000	36' PEARSON, '85	98,500
30' ISLANDER, '81	32,950	37' NORD SAGA, '70	39,500
30' PEARSON3, '76	25,995	37' PEARSON, '82	60,950
30' PEARSON 303, '84	59,995	38' ALAJUELA, '76	79,000
32' ERICSON, '69	24,500	38' PEARSON 385, '84	Repo
32' ERICSON, '74	32,500	38' DOWNEAST, '75	75,000
32' ERICSON, '69	20,900	38' ERICSON 200, '86	89,500
33' TARTAN, '79	29,950	38' ERICSON, '82	79,750
34' PEARSON, '84	59,500	38' PEARSON385 '85	119,500
34' PEARSON, '84	79,000	39' FHERRESHOFF	37,500
34' PEARSON, '85	79,000	40' BRISTOL '79	99,950
34' C&C, '81	67,500	40' C&C, '84	129,950
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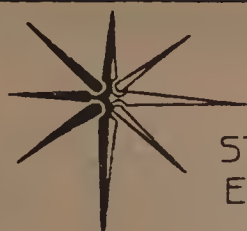
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1906: The 53-ft sloop Yankee.

1907: The 36-ft yawl Mary and the 26-ft sloop Pronto for Lester Stone.

1908: The 110 and 95-ft trading schooners Neptune and Eanijen Rakijen.

1909: The 75-ft schooner Marian.

1910: The 54-ft yawl, Mollilou.

1914: Clarinda, a 54-ft schooner.

1915: Westward, a 66-ft sloop, Lady Betty, which was 6 Meter #1 in the United States, and Active, a 42-ft sloop.

1916: Bob and Viva, a 38-ft sloop and a 46-ft yawl respectively.

1921: Rascal, a 42-ft sloop for Lester Stone, Alice A., a 50-ft ketch, and Corinthian II, a 35-ft sloop for the Corinthian YC.

1924: Emerald, a 50-ft yawl, and two Star boats.

1925: Another Star and the 22-ft Mab.

1927: Northern Light, a 140-ft schooner for John Borden, and the 55-ft ketches Aloha and Noname.

1928: Migirl, a 50-ft sloop for Lester Stone and Puffin, Bird class #12.

1929: Bird boats Cuckoo, Robin, and Polly.

1930: The 37-ft schooner Wanderer II.

1931: The 30-ft sloop Buccaneer and the 31-ft ketch Marilen.

1934: St. Francis Star, a Star for the St. Francis YC, and Iris, a 33-ft sloop.

1936: Kivi, a Tahiti ketch; Westerner, a 43-ft sloop, and Helaine, a 42-ft sloop.

1937: Chinook, a 34-ft sloop and Senta, a 53-ft sloop.

1941: Sonata, a 35-ft sloop.

1947: Tasco, a 50-ft yawl.

1948: Ulalume, a 41-ft sloop.

1949: Alert, a 63-ft ketch.

1950: Yankee Clipper and Yankee Doodle, 30-ft Yankee one-designs.

1951: Bali, a 40-ft sloop.

1955: Tasco II, a 48-ft sloop, and Vaya, a 43-ft sloop.

1956: Coral, a 31-ft sloop.

1957: Foxen, a 40-ft sloop.

1959: Little Packet, a 33-ft sloop.

1960: Spartan, a 42-ft sloop.

1962: Yo-Ho-Ho, a 44-ft motorsailor.

1964: Rowena, a 49-ft sloop.

1966: Scamp, a 33-ft sloop.

☐ HARBORING A LOVE-HATE RELATIONSHIP

We live within eye, nose, and earshot of the infamous Santa Cruz Harbor dredge. As the result of a local contest, this new one calls itself the *Seabright* (however, some more appropriately call it the *Sea Blight*). This dredge and its use were discussed in your March 1988 issue.

You printed some facts gleaned from Brian Foss the Santa Cruz Port Director regarding the annual budget and amount of hours they run this dredge. If that unsightly sand sucker were to actually run as much as the claimed "40 hours a week from March to November" and "50 hours a week in January and February" we'd be inclined to stow all and run for the hills. Or we'd be up to our collective behinds in unwanted stench, debris, and din — not to mention having an 80-foot deep channel.

By our calculations that covers eleven months of the year and close to 2,000 hours of dredging. It leaves questions begging to be answered. Is December the only month totally free of the *Seabright's*

Summer is Just off the Port bow...

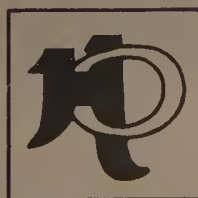


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LETTERS

tentacle tubes which impede channel navigation in so many unique ways? And how on earth will the Santa Cruz Port District adhere to their \$430,000 annual budget at \$603 an hour? It would certainly have to be an "innovative" program.

In the past it was usually November before a dredge plodded down the harbor to hunker down after much clumsy positioning, false starts and blinking lights. From there it would spew the sins of the Army Corps of Engineers over the beaches and into the ocean. By March a sort of harmonic divergence would occur; the dredge would pull in its parts and disappear until fall and Nature would quietly resume its superior position. Again we would walk on white sand, inhale fresh sea air, and swim in clear blue water. Again we would enjoy safe sailing out of the Santa Cruz Harbor onto our gorgeous shimmering bay and returning to a channel deep, wide, and uncluttered.

Do we hate this dredge? Yes! Do we love this dredge? Yes! We're just hoping that the balance with Nature is maintained and that the preceding statements attributed to Brian Foss are incorrect.

Teresa Douglass
Santa Cruz

Teresa — It was a case of transposing the months; our error.

□LOCAL ANGLE ON THE ANCHOR

I wish to add to your February article on anchors, especially the paragraph concerning Danforth-type anchors.

Indeed, it was just prior to World War II — in 1939 — that the lightweight anchor was born. And yes, R.S. Danforth created it. But he did have some help. Co-inventor Robert D. Ogg shared in the anchor's development and continues to lend critical contributions to new products like the high-tech 'deep-set' version.

You might even catch Ogg personally testing anchors from his Grand Banks 46 off Sausalito.

Tom Gadbois
Long Beach

□PERMITS? WHAT PERMITS?

A word about 'The Bite' in Mexico. In January I sailed down to La Paz (yes, I experienced the mid-January storm). In late February I needed to come home to take care of some business, so I purchased a ticket to L.A. and got in line.

The officials at the airport told me I couldn't leave Mexico on the plane since my tourist card said that I came on a boat. They said that I would have to go back to town and get a "special permit" from another office. I was fairly persistent in my demands to not have to wait an extra day for paperwork (it was Sunday).

Finally one of the officials removed the twenty dollar bill from my hand which I had been holding to pay the departure tax and told me to go to the next desk and pay my tax. He said that the first twenty was to pay for "special servicing".

I'm not sure whether you covered the problems of arriving via one means of travel and attempting to leave by another in your cruising guide. If not, perhaps you should alert people of the potential problem (or potential rip-off).

R. Frank Wallace
Victor, CA

R. Frank — It sounds like a bogus deal to us. We've done several races to Mexico where we've arrived by boat and flew out by plane. Special permit? We din' have show nobody no stinkin' special permit. In fact, there were times when we didn't even have a tourist card and nobody cared.

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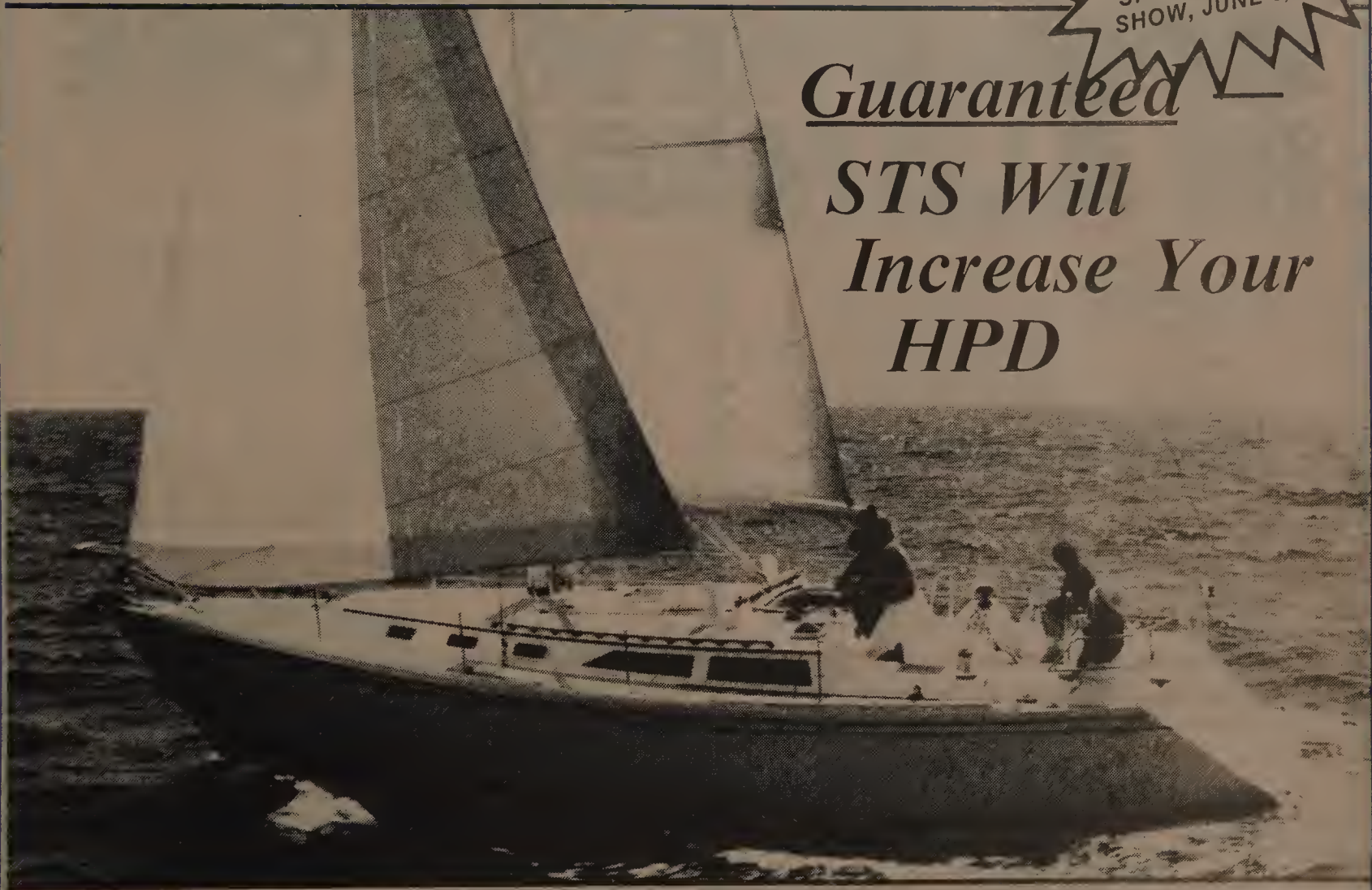
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NEWS FLASH! EXTRA! EXTRA!

JOHNSON HICKS OPENS NEW STORE IN ALAMEDA!

Jeff Magaziner, JHMI

This reporter learned today from inside sources that Johnson Hicks Marine (the largest marine electronics dealer in Northern California) has pulled off the coup of the year. In a surprise move sure to catch the competition off guard, Johnson Hicks announced the opening of a second location at the foot of the Park Street Bridge in the premier boating center of Northern California.

Opening in April will be Johnson Hicks' new, modern facility at 2417 Blanding Avenue in Alameda. Located inside an 8,000 square foot showplace will be Johnson Hicks Marine Electronics and Seaswell Yachts, Northern California's dealer for Carver, Californian, and Starfire Boats. According to Jeffrey Magaziner, Owner of Johnson Hicks, it is the largest facility of its kind in Northern California. Ralph Tocci and Bill Dixon (owners of Seaswell Yachts) feel it is the only truly first class facility in the Bay Area.

In celebration of the new store, Johnson Hicks will be offering unbelievable prices and selection on the most popular and most exclusive lines of Marine Electronics available. One source quoted Mr. Magaziner as saying Johnson Hicks is a factory authorized distributor/retailer for over 50 major manufacturers.

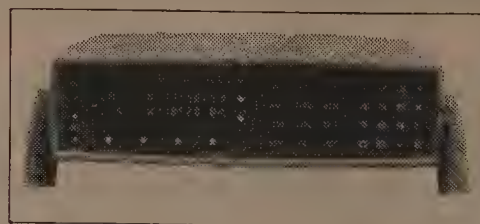
Quality, custom FCC certified installations will be performed on the premises at the new facility in slips ranging from 32-72 feet.

It is this reporter's opinion that anyone and everyone who owns a boat should watch for Johnson Hicks' opening in Mid-April and see them at the In-The-Water-Boat-Show at Mariner Square from April 13-17.

This reporter was so excited at the news that we felt it necessary to give a sample of things to come:

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LETTERS

We've personally made something like 25 trips to Mexico and have had boats down there for five different winter seasons. We've only been given the 'bite' once, and it was just a partial. It happened last month as we were roaring through Ensenada at 0400 towing a trailer toward the end of an 18-hour non-stop run through the desert from Puerto Escondido. A policeman pulled us over and said we'd "broken all the rules". Okay, we had run a red light and crossed the center divider, but what did he expect? After driving through no-man's land for so long we weren't used to those nicities.

We gave him \$30, tip included, and that was that.

□ TWO IMPRESSIVE DAYS

We just spent a very enjoyable and informative weekend at Mahina Cruising Services' Offshore Cruising Seminar. The amount and quality of information John Neal and Barbara Marrett covered in the two days was very impressive. We feel that anyone preparing for their first extended offshore cruise would well benefit from this experience.

Novices may find the pace somewhat overwhelming, though that should not discourage them from attending. John and Barbara make a very professional and organized presentation, which is supported by a comprehensive course notebook. They welcome and address all questions. A few previously reluctant mates left with more confidence in their partner's dreams when the weekend was over.

Even those who have been making preparation for some time will, at very least, find lots of usable information to crystallize their planning and speed them towards their departure date. At most, the tips may even help them to avoid some costly mistakes.

Michael and Dianne Brooks
Victrix
Walnut Creek

□ MORE THAN ONE

My biennial note to you is inspired this time by the very interesting, but (I hope) inaccurate article in the March issue on *Rejuvenation of the Jacqueline*. Most of it was great — I liked the story of Ring Anderson's deception of the Germans — but *Jacqueline* is not the only "living" tallship on the Bay.

The finest example of a working sailing vessel that I know of was right in Sausalito a few months ago. Don't tell me that *Wanderbird* was that easy to overlook.

Larry Dudley
Ventura

Larry — We suppose it all comes down to what you want to consider a "tallship". If it includes a less-than-100-ft pilot schooner, then yes, *Wanderbird* should have been included.

□ A LITTLE CHUTZPAH

As a publication known for having a liberal attitude and a little chutzpah, I hope you will print this timely and important letter:

In keeping with local politics, I am hereby suggesting a total boycott of the 1988 Oakland to Catalina Race unless the Metro YC agrees to the following:

- ✓ Puts a gay person on the race committee.
- ✓ Puts a gay person on the committee boat (preferably two gay people).
- ✓ Pressures Congress to change the immigration laws so that more gays can visit or immigrate. (I admit this is irrelevant, but as so is in keeping with local politics).
- ✓ Allows the Barbary Coast Boating Club to call their annual

PRESENTING THE

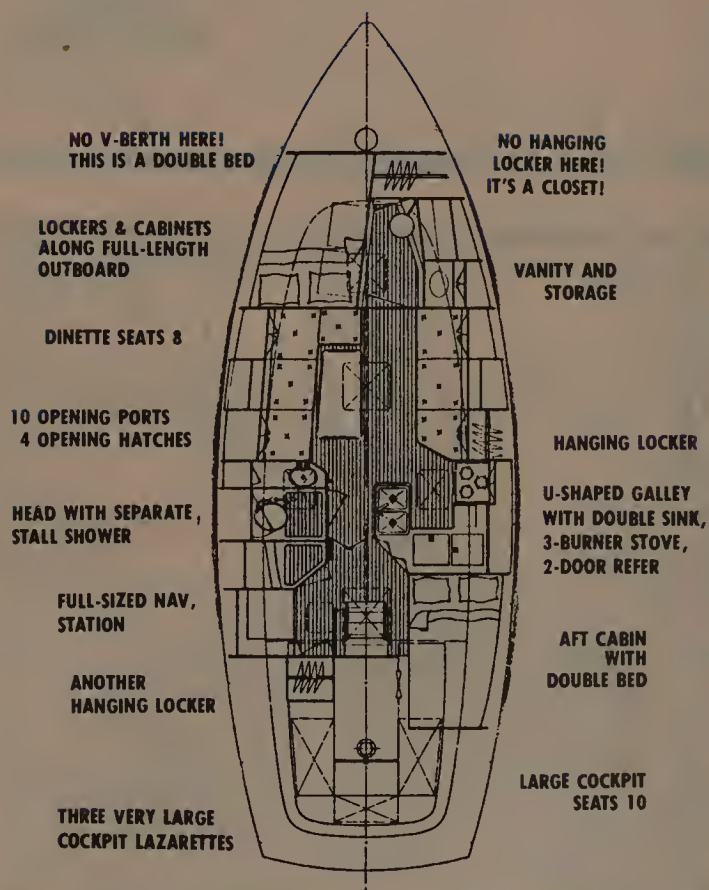
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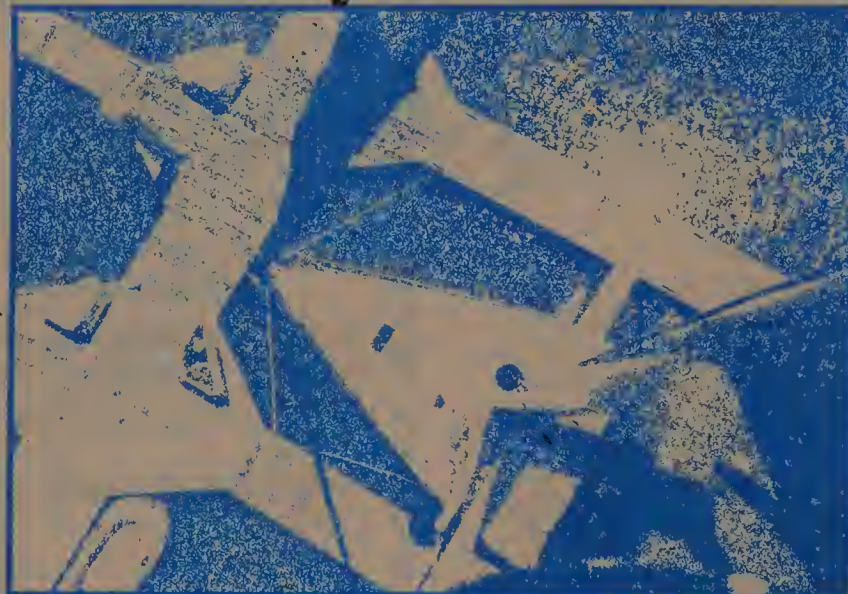


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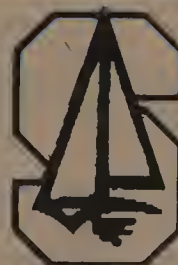
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See Advertiser's Index
in this issue
for additional ad

Joe Petrucci

LETTERS

trans-Bay race and Angel Island Raft-Up the Oakland-Catalina Race. At least this would be as logical as calling the Gay Games the Gay Olympics.

✓ Pressures the PICYA into accepting the BCBC as an equal to the St. Francisco YC with reciprocal privileges.

But remember, in order to pull this off we need a 25 percent majority.

Dave
North Bay

Dave — Congratulations, for yours is the first letter we can honestly say has left us in total confusion. We have no idea if you're being facetious or serious; if you're pro-gay or anti-gay; or, what the hell you're getting at. Yes, you threw a shut-out.

□ SITTING ON THE DRYDOCK OF THE BAY

It seems obvious to me that you folks need an update on the Richardson Bay drydocks.

The Belvedere woman who says she sees "oil-drilling platform lights" when she looks across the Bay needs to look a little farther. Those are the new 'security lights' at Schoonmaker Point Marina, which are at once blinding and a hazard to navigation. The wind generator on the drydock that powers our lights probably wouldn't put out enough energy to illuminate a security light for more than an hour.

The flower is gone from the side of the drydock, true enough, and so is the southeast corner of the drydock where waves now break on a wooden beach. But all things living around the drydocks are thriving.

Nobody needs to do anything about the drydocks. Natural attrition will finish them off soon enough.

Happy on the dry docks
Sausalito

□ WHICH THREE MONTHS WOULD BE BEST

The continuing articles in your publication about sailing in Mexico have always been my favorite, and now I have finally set as my goal a cruise next winter.

I'll be sailing a 30-ft boat from Long Beach, and my cruising time will be limited to a three month period, start to finish.

Your suggestion as to which three month period to choose would be greatly appreciated.

Jerry Tankersly
Long Beach

Jerry — We'd do it one of two ways. Either leave November 1 and sail to Z-town via Cabo and then immediately start working your way back up; or, wait until the middle of March, then sail to La Paz (and Baja Haha) via Cabo and do just the Sea of Cortez. Either way, you'll have a great time.

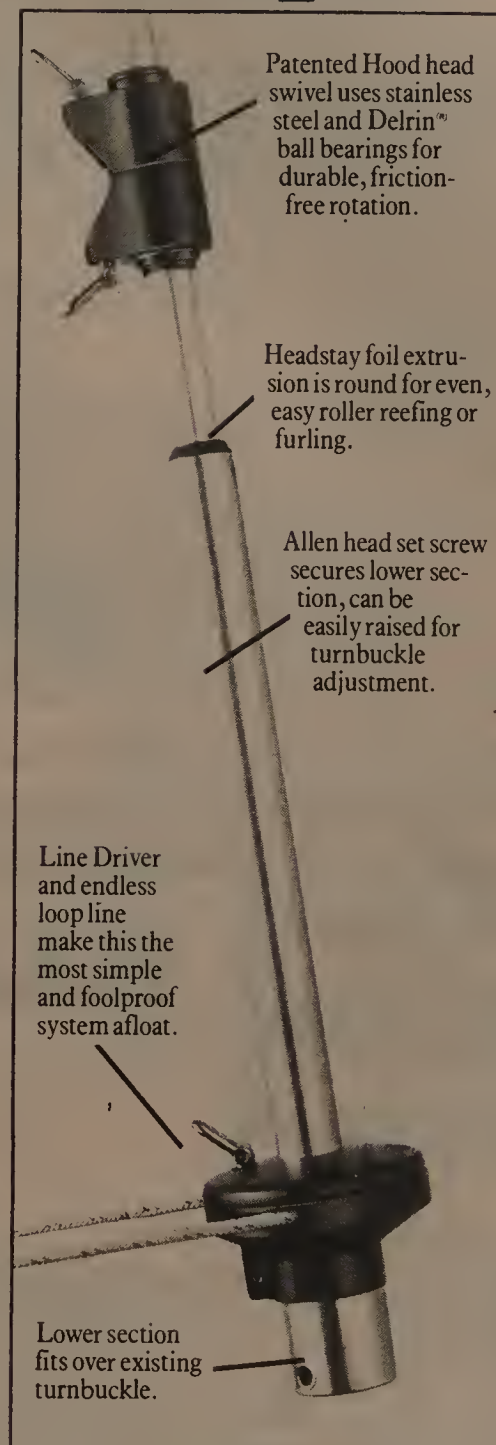
□ BOATS SHOULD DISPLACE, NOT BE DISPLACED

What's going on in the Berkeley Marina? A massive lack of communication, that's what.

In the monthly newsletter we receive with our slip bill — and sandwiched between three paragraphs on whale-watching — was the first official notice of a massive tear-out and replacement project. Two hundred and fifty boats will be moved out of their slips, some to be relocated in the marina, others to be on their own based on seniority.

Up until quite recently, "A" through "E" docks were slated for repair. Somewhere along the line it was decided to replace rather than repair these docks; but apparently nobody felt the need to tell

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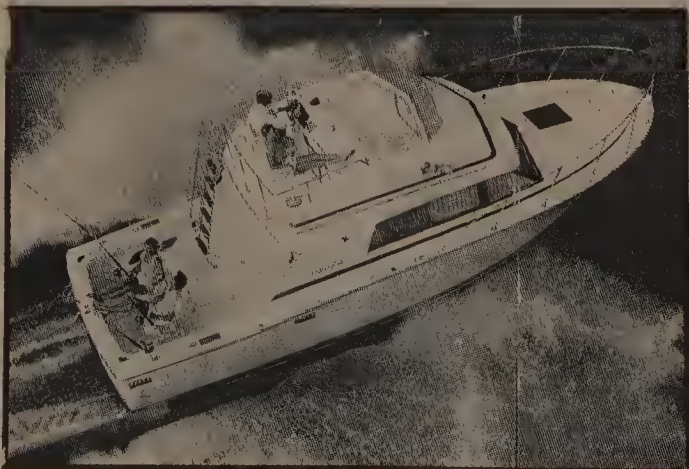
VISA



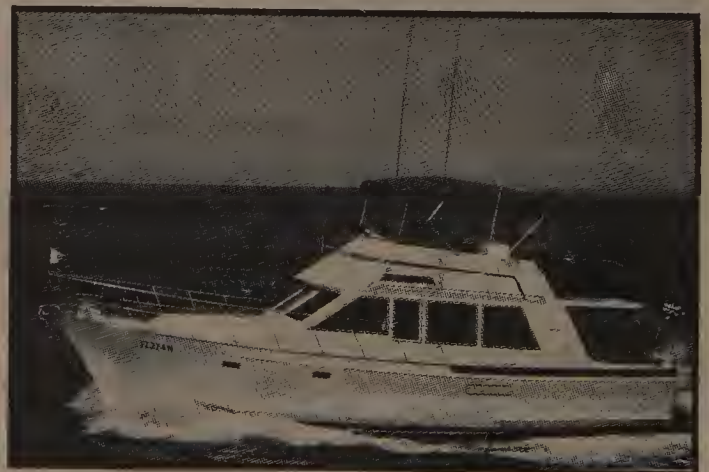
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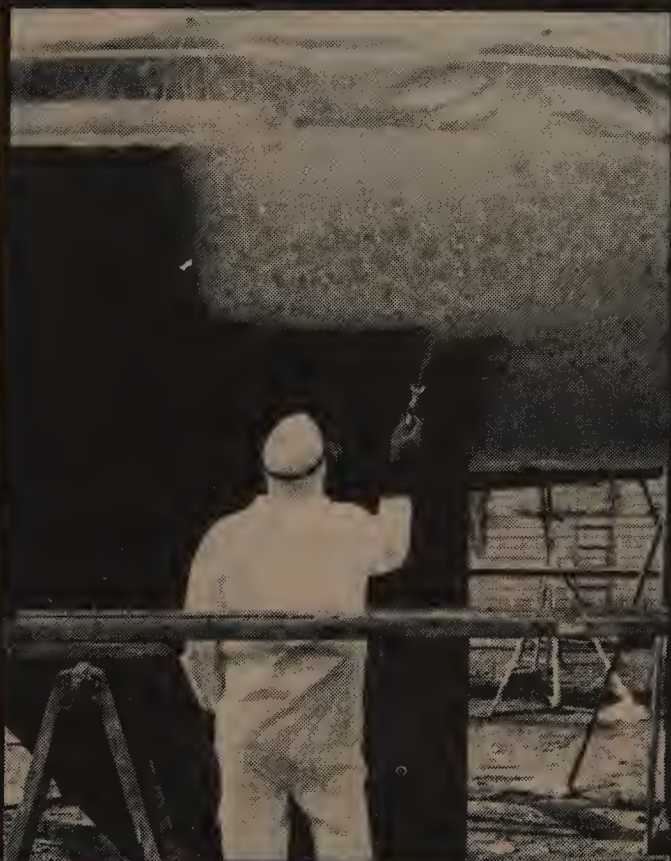
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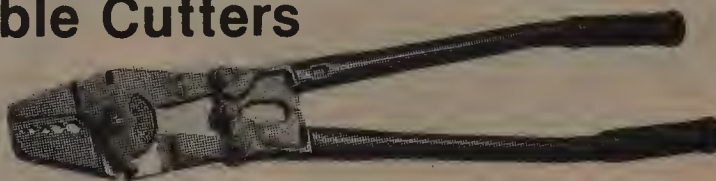
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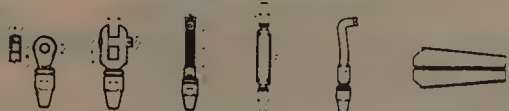


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stud			5/8 thread	56.50	45.20
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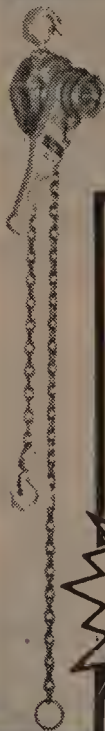
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Single				Double				List	FWR Sale
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115S★	1000	15	17	—	—	—		118.66	89.00
115D★	1000	15	17	2000	7.5	22		132.00	99.00
505N★	1500	20	17	—	—	—		136.00	102.00
202WN★	1500	20	18	3000	10	25		156.00	117.00

★ stocking models only

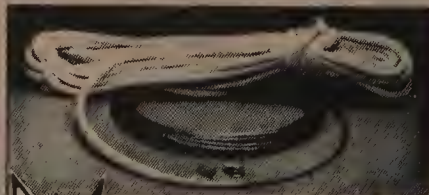
Little Mule® Ratchet Lever Hoist

LMS Model	Capacity (tons)	Std. lift (ft)	Pull req'd to lift rated load (lbs)	Strands net weight load chain	Approx ship. weight (lbs)	Approx (lbs)	List	FWR Price
1510★	3/4	10	46.5	1	16	20	261.84	\$196.38
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MODEL LMS All controls face the operator for convenient, fast, single-handed operation. The free-wheeling chain feature saves time. It allows the chain to be quickly moved in either direction for fast hook-ups. Top quality, case hardened load chains help insure hoisting safety; so do safety latches on all hooks. The enclosed Weston load brake is self-adjusting. Gears are heat treated for maximum strength and durability.

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Feeney Wire Rope offers quality hand spliced wire to rope halyards. Materials supplied in kit are 7 X 19 stainless aircraft cable, dacron yacht braid, zinc plated copper oval compression sleeves and stainless steel thimble.

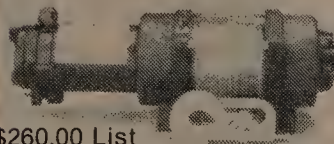
Part No.	Wire Dia.	Line Dia.	Wire Length	Line Length	FWR Price
FWR-125-313H	1/8	5/16	30'	30'	\$38.85 ea.
FWR-125-375H	1/8	3/8	40'	40'	48.10 ea.
FWR-156-375H	5/32	3/8	40'	50'	59.39 ea.
FWR-188-438H	3/16	7/16	60'	60'	75.75 ea.
FWR-219-438H	7/32	7/16	60'	60'	100.00 ea.
FWR-219-500H	7/32	1/2	65'	65'	114.45 ea.
FWR-250-500H	1/4	1/2	70'	70'	127.65 ea.
FWR-250-625H	1/4	5/8	70'	70'	163.25 ea.
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LETTERS

us.

The need for such a full-scale renovation is unclear to most of us berth renters. We are happy where we are, in the size slips we have (most are slated to change size), with a piling between slips (which are to be eliminated), and retaining our dock lockers (which are also to be eliminated). The docks themselves seem to be in good shape, as do the pilings and gangways. The water depth in the marina is no shallower than the Berkeley Flats, except for a few very specific areas.

The displacement of boats and the demolition of slips is slated to begin in August of this year and last nine months. This certainly doesn't give people much time to get their names on waiting lists at other marinas. Several meetings have been held between the Harbormaster and a few of the slip renters, but I would urge anyone concerned to go to the marina office and inform themselves of the specifics of the plan, then give your opinion of it to John Kruger-Hansen, the Harbormaster.

M. Biller
Northern California

M. — Here's the explanation we got from Kruger-Hansen, the Harbormaster: Back in 1984 Berkeley applied for a \$2 million loan from the state in order to refurbish the badly deteriorating docks that had been installed way back in 1962. After an investigation for feasibility, in 1985 the state awarded the loan.

Before proceeding on the repairs, Kruger-Hansen and the engineers investigated the substructure that wasn't scheduled for repair. They found that it had become suspect and couldn't be expected to last longer than 10 years. To put docks with a 25 year lifespan on a substructure with a life-expectancy of just 10 more years didn't make sense. Thus the change from repairing the old to going with new.

Where does the extra money come from? This will blow your mind. Because of the astronomical rates of Harbor and Longshoreman's Insurance, it's virtually as cheap to install factory prefabricated docks as it is to refurbish old ones on the site. Kruger-Hansen figures an on-site plumber might cost \$44/hour while a guy doing the same work in a factory costs just \$14 an hour.

There will also be a few modifications to dock size. Back in 1962 when they didn't know any better, docks were built to accommodate 16-ft boats. Even modifications to this didn't work, and the space has been a big money loser. The idea is simply to rectify that problem.

The Berkeley Harbormaster is aware that there are people who object to the changes, but he feels "they will come and hug and kiss us when it's all done". He may be right. New concrete docks, dock boxes where there were none, safe and sane utility boxes — we don't completely understand the objections. Yes, some boats will be misplaced for a while, but at least there are plenty of other places around the Bay with berth space available.

In all honesty, it seems to us that things could be a lot worse.

ON LATIN, LOGIC AND LAWLESSNESS

When I was a kid I took Latin. And when you're a kid wanting to do something else — never mind what the something else is, anything else but taking Latin — you wonder about relevance. What, after all, is the relevance of words like "hoc" to the society we live in?

Later on, as a marvelously grown-up (I thought) and sophisticated (I thought) college sophomore, I took a class in logic. Aha! I thought, so logic is what Latin is about! Because logicians like to use Latin phrases like *post hoc ergo propter hoc*, literally "after that therefore because of that." It's one of the classical fallacies of logic; assuming (erroneously) that because something happened after something

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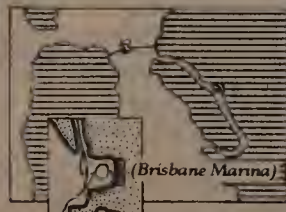


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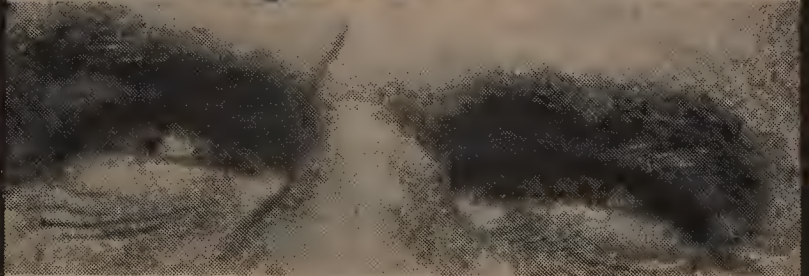
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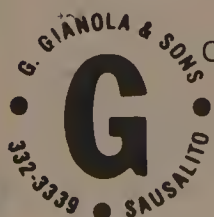
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And speaking of numbers, this month you will be making comparisons at the In-The-Water Boat Show, Mariner Square, Alameda, April 13-17. Of course, you want to be prepared, so that you can narrow the field, ask the appropriate questions, and ultimately decide one thing: Which high performance world cruiser *really* maximizes quality, dependability and value?

That's where the numbers come in. They tell you now what you're going to find out later. With a displacement to length ratio of 212, your yacht is stable and responsive (below 200 gets erratic, while over 225 tends to get sluggish). When your ballast to displacement ratio is 43%, the result will be outstanding balance. When your sail area/displacement ratio is almost 17 (or 19 with an optional rig), you know you're talking about speed. If your prismatic coefficient is a .529, you *will* accelerate in light air.

Last month we ran this test in Southern California to see how well you can match the boats with their corresponding statistics. Of all the responses, the highest correct score was 14 out of 18. Stop by the boat show with *your* answer to see if you can beat that score!

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MORGAN 38
R.HOLLAND 43
NORSEMAN 447

ERICSON 38
O'DAY 40
HYLAS 44
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G. SOL 39
HUNTER 40
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PASSPORT 40

PASSPORT 37
MORGAN 43
C&C 38
MOORING 43

NORSEMAN 40
FAIRWEATHER 39
MASON 44
HANS CHRISTIAN 38

	A	B	C	D	E	F	G	H	I
LOA	37.7	38.3	38.9	37.5	39.4	44.5	31.5	39.6	37.0
LWL	30.5	30.5	34.3	31.0	33.4	37.5	24.0	32.5	29.6
Beam	12.0	12.0	11.75	12.8	12.75	13.0	10.8	13.4	11.9
Draft	6.5	5.0	6.0	7.6	5.75	6.33	6.5	6.5	5.8
Displ	14900	18000	19200	14275	22770	28100	8800	17400	17360
Ballast	6300	6800	8400	6246	8500	12100	4700	7900	6250
Sail Area	709	680	746	729	771	937	452	787	674
Displ/Lgth	234.4	263.2	212.4	213.9	272.8	237.0	284.1	226.2	298.8
Ball/Displ	0.422	0.377	0.437	0.437	0.373	0.428	0.454	0.454	0.360
Sail/Displ	18.77	15.87	16.65	19.86	15.38	16.29	17.00	16.79	16.11

	J	K	L	M	N	O	P	Q	R
LOA	36.3	40.0	39.6	43.0	44.2	46.2	43.0	43.9	39.2
LWL	30.25	35.8	33.5	35.3	34.1	40.9	34.0	31.7	32.2
Beam	11.9	13.3	12.6	13.5	13.6	13.3	13.4	12.2	12.2
Draft	5.8	6.5	6.33	6.0	6.0	6.6	5.75	6.4	6.15
Displ	13500	19100	18000	23000	22320	33300	22000	27400	18298
Ballast	6000	7500	6600	8200	11020	11330	8630	9400	7496
Sail Area	601	766	701.3	797	864	1100	730	899	908
Displ/Lgth	217.7	184.6	213.7	232.8	251.2	217.2	249.8	382.1	244.6
Ball/Displ	0.444	0.394	0.366	0.356	0.493	0.340	0.392	0.343	0.409
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LETTERS

else, it must have therefore have happened because of that something else.

That was a long time ago, but I woke up the other day thinking of that Latin phrase in connection with something very modern and current. Our boat, berthed in the Berkeley Marina, was "ripped off". New Year's Eve, after a wonderful party at the Berkeley Yacht Club, we went down to the boat to spend the night, as we usually do — preferring the quiet, calm and safety of the boat to driving on the highways. We got a totally unexpected shock; thieves had broken into the boat and stolen virtually everything movable or of value. Not only the electronics, but also the foul weather gear, our rather worn sailing gloves, flashlights, even the fans on the bulkheads. The police came and made their report — a formality, it seemed — and we bleakly and exhaustedly raised the question of whether we still wanted to stay on our now-ravished boat. To hell with them, we decided — we'll stay, and worry about the rest of it Monday.

Monday brought reports to the insurance company, and that in turn brought an insurance adjuster and surveyor. "Happens every year about this time," he said. "It's the herring fishermen. They like to equip their boats at other boats' expense. Come by water, they do; that's what happened to you." Others we talked to seemed only too ready to agree, and I found myself adopting that as the logical conclusion. I was reinforced in this opinion a day or so later when the media began reporting the deaths of sea lions (actually, harbor seals) and strongly suggested they were the victims of herring fishermen.

Now, I don't know any herring fishermen or their trade. They may be the worst people on earth — or the best. I do know, however, that something woke me the other day, whispering *post hoc ergo propter hoc*. Something, it seems, was reminding me that it's still a fallacy — and worse, perhaps an injustice — to assume that because it's the herring season, the herring fishermen are responsible for all the water-related crimes that are committed. They may be, of course; or more likely, perhaps, one of them may be. But I don't know that, and have absolutely no evidence to support such an assumption (particularly since the thieves took not only sailing gloves but a spinaker, something one supposes a herring fisherman might have little use for). Until the fishermen's guilt is proven, in fact, I should assume that they're innocent. I'd want the same assumption if I were accused; it's a fundamental principle. Latin and logic, I finally realized, should have taught me as much.

Steve Salmon
Berkeley

Steve — Having served our time in philosophy classes at a university in Berkeley, we view things a little differently. As we recall, there are different kinds of knowledge. There's the inductive, a posteriori knowledge of the surveyor ("Every time the herring fishermen are around, boat gear disappears") versus your deductive a priori "there's no necessary logical connection between the thefts and herring fishermen" knowledge.

In the 'real world' you've got to operate inductively or you'll get picked clean, which is why it's the choice of people with street smarts. Thus, while we're not going to specifically accuse any herring fishermen of stealing boat gear, we're going to make sure our boat is as secure as possible when they're in town.

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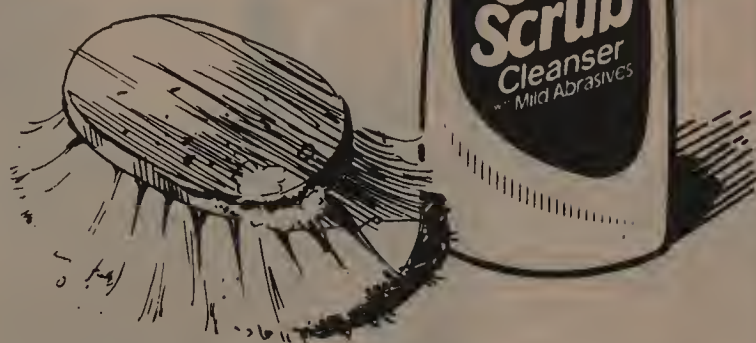
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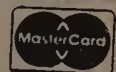
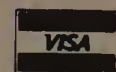
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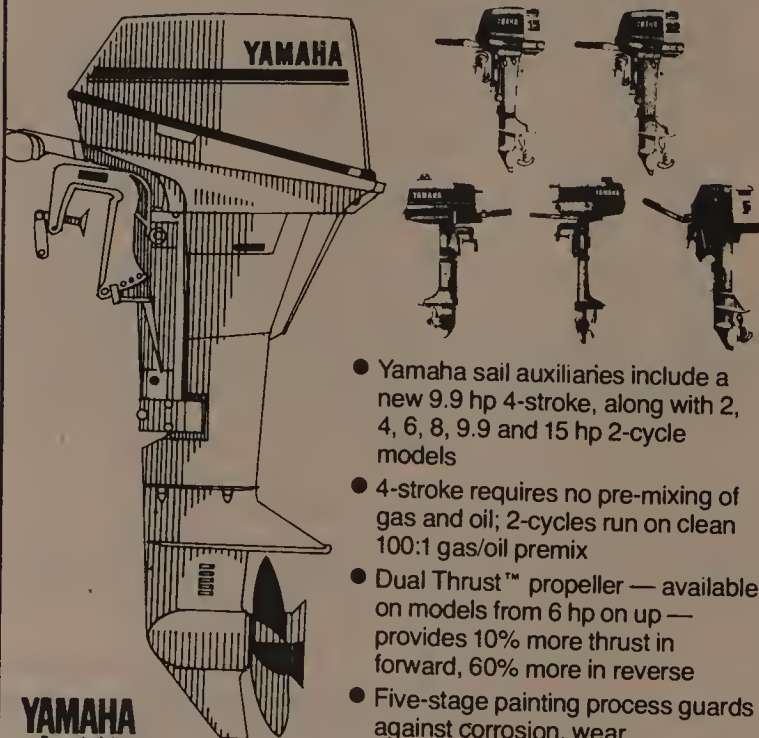
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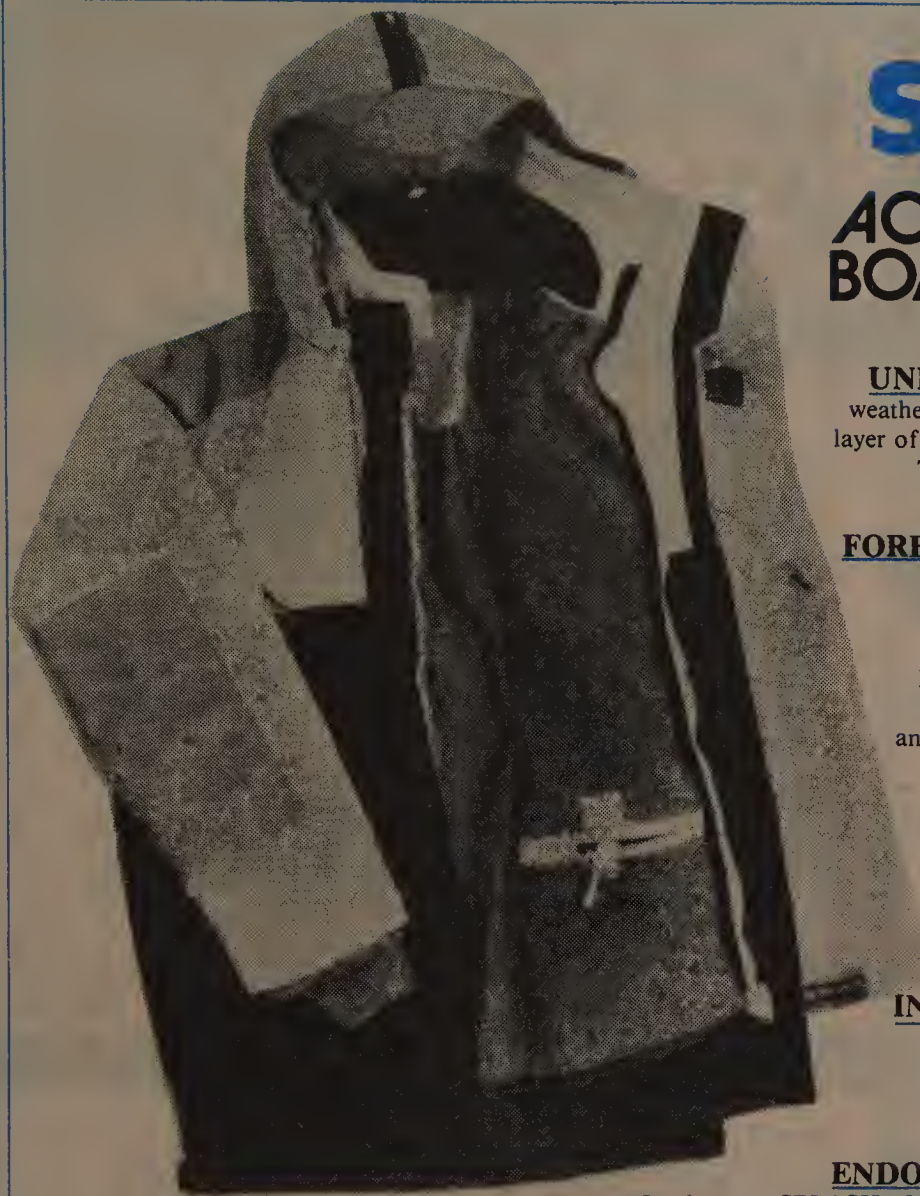


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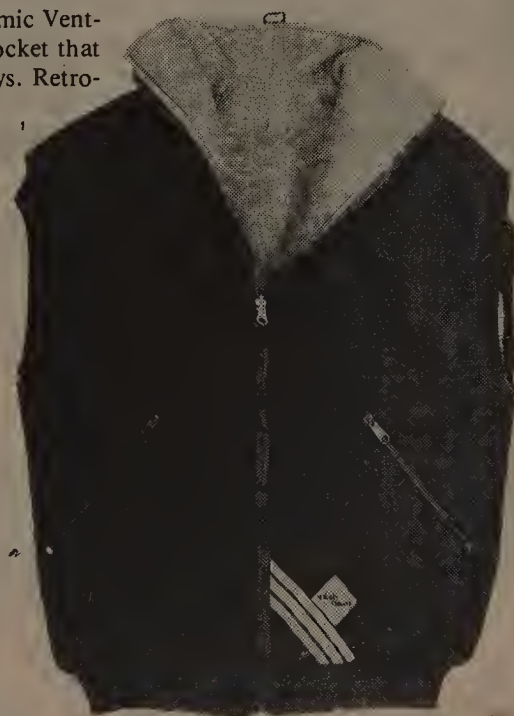
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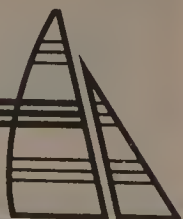
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LETTERS

Latitudes. My nerves are shot! Not sailing is ruining my life, but not being able to read about it is unaccepth (see what I mean?) unacceptable. Probably un-American, too. I've been relegated to a life of sitting on the deck of the Crow's Nest eating calimari and crying in my Chardonnay as I watch the boats go in and out.

But!!!!

Now that I've plunked down the bucks, I need your help.

I'm getting married on the Fourth of July and I want to do it on a boat (get married that is). I can't buy a boat before then and even if I could, I couldn't buy a big enough one to do a wedding on. So, I need to charter one with a licensed captain (ideally one who could do the ceremony, but if not we can rent a priest) that will accommodate approximately 20 people, most of whom have never been sailing before. Don't worry, I'll make sure they all wear deck shoes. My first choice would be in the Richardson Bay area, but I'm flexible; Santa Cruz or Monterey will do. If you or any of your readers are up to this, please give me a call at (415) 431-8856.

I know what you're thinking: "What if she doesn't like to sail?"

No sweat, I read the section in Chapman's that says, "If she don't sail, dump her". But my bride-to-be likes to sail and I'm going to marry her. But get this: If we have a fight, I don't get stuck on the couch. No, no, no, I *have* to go stay on the boat! Boy am I upset about that. Is this a marriage made in heaven or what?

Anyway, if anyone can help with my wedding plans, please give me a call.

Buddy Gill
Los Gatos

Buddy — As one who has had experience getting married on a sailboat in Richardson Bay, you might indeed want to be flexible if the westerlies are hooting — as they are apt to do in July. Belvedere Cove and the backside of Angel Island are good alternatives.

As for possible boats to charter, we suggest either Josh Pryor's 64-ft Ruby, which has been the site of numerous weddings, or Frank Robben's 73-ft Kialoa II. Both operate on San Francisco Bay in the summertime, although Kialoa II might be heading off to the Pacific Cup Race to Hawaii that day. Say, have you made your honeymoon plans yet . . .

Just out of curiosity, who is the comedian who thought up the idea of tying the knot on Independence Day?

☐ REX BANKS AND THE RECORD

I'm writing to make a correction to the February '88 issue, page 88, regarding Bob Cranmer-Brown's "lesser known record's" on Merlin, Hawaii to Mainland in 12 days and 17 hours.

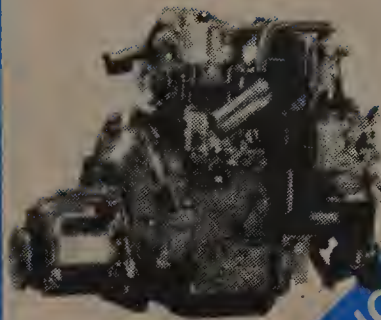
Having sailed on 10 TransPac races and done nine deliveries between Hawaii and the mainland, I'm aware of the record trip from Honolulu to San Francisco: It was *Windward Passage* in 10 days and a few hours after the '77 or '79 TransPac. The captain was Rex Banks, then skipper of *Passage*. Scott Abrams, who told me about it, was also onboard. They had the spinnaker up almost the entire way back.

Aloha.

Bob Buell
Haleiwa, Hawaii

Bob — We're not sure how that one slipped through, as we know there have been a number of boats that have done the return trip in well under 12.5 days. We've been told that Stormvogel did it in just over 10 days, which did not please the male crew who had a load of pretty young girls along. We've also heard that Zamazaan did it in 11 days, as did John Jordane with Blondie just a few months ago.

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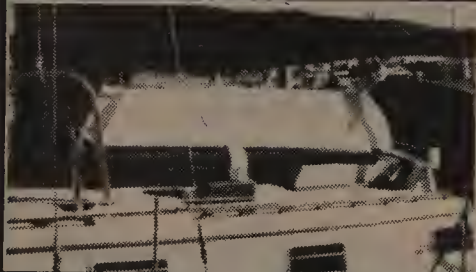
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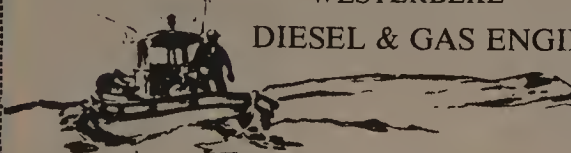
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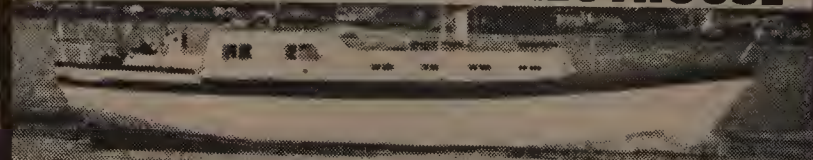


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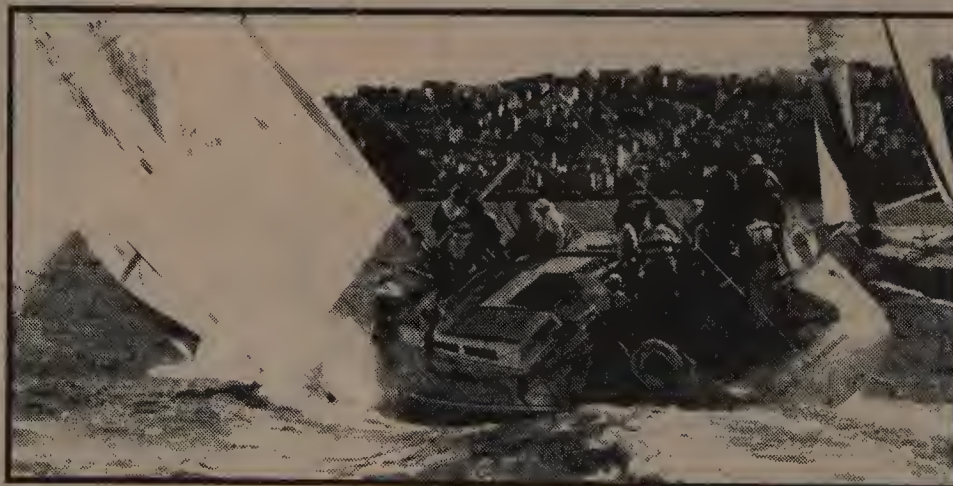
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LETTERS

❑ MUST HAVE GOTTEN IT BACKWARDS

Re your February article on anchoring and anchors. If memory serves me well — and sometimes it doesn't — it was the Danforth, not the CQR, that was developed for use by seaplanes. This would seem logical because of the Danforth's lighter weight and ease of storage.

My only experience with the Bruce was a two-week charter on a 47-ft Kaufman out of La Paz about two years ago. The ground tackle consisted of a 35-lb Bruce, 50 meters of chain and an electric windlass. The system worked admirably and was, in fact, the outstanding feature on an otherwise inappropriate choice as a charterboat.

Following my earlier letter concerning the yet-to-be-published third edition of the *Baja Sea Guide*, I received a letter of apology from Leland Lewis with a refund check enclosed. Lewis still feels that he will "ultimately" finish the new edition.

As a skier, I appreciated your comment that I would be skiing down the slopes of Cabo San Lucas before getting it. Who knows?

Al Quant
Albuquerque

Al — It's funny, we spent a week with our family and babysitter on one of the Kaufman 47's out of La Paz and thought it was a suitable enough charterboat. Our biggest disappointment, however, was that the electric windlass didn't work. Just goes to show you, although we're not sure what.

❑ STAND TALL

You don't *have* to take a real stand about the Coast Guard. Your editorial tack regarding Coast Guard boardings and their \$100 million budget cut is that there is no issue relating to both boardings and the budget cut. Yet, you acknowledge that your mail comes in as five to six complaints (about "safety inspections") to every compliment about the Coast Guard (rescue operations). So, let's do a little math:

Assuming that your mail represents an accurate sampling of Coast Guard operations on the water that make contact with the boating public, then approximately 85 percent of the Coast Guard's on-the-water operations budget (not to mention dockside, office, and other administrative costs) is spent on what many of your readers describe to be senseless and fruitless boardings to check for horns, registrations, and oil discharge placards. Now, due to systems beyond its control — the U.S. Congress and the President (i.e., the People of the U.S.A.) — the Coast Guard has lost some operating money and has taken the public relations stance that it *may* not be able to save lives and property as efficiently as before. And, you encourage your readers to believe this. It's bunk!

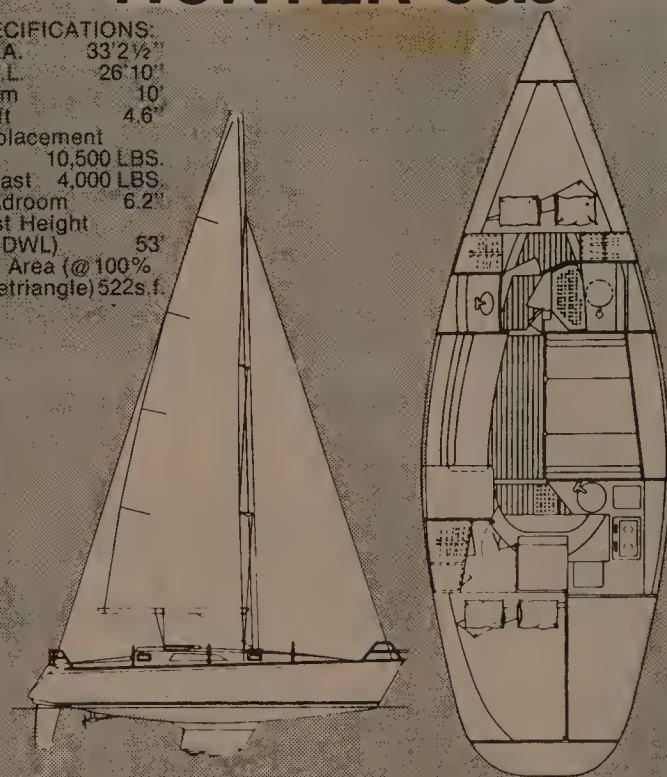
If the Coast Guard cut back on its "safety inspections" and quit wasting their time and our money flapping their wings to be sure that their presence is felt by the boating community, there would be plenty of money to operate efficient rescue operations as well or better than it has done for the past 20 or 30 years. In addition, if the Coast Guard returned to its primary duties of guarding the coast and saving lives and property in the ways that they have done in the past, their PR problem just might go away.

So, dear editor, take a real stand. Encourage your readers to support the Coast Guard (we need 'em). But, please don't assist the Coast Guard in hiding the fact that for years they have been wasting our tax dollars by using their manpower and equipment in a senseless campaign to have their presence felt. Cost 85 percent! But, who knows about that, either? Perhaps the Coast Guard has a quota system where in every bust they make for a minor infraction such as

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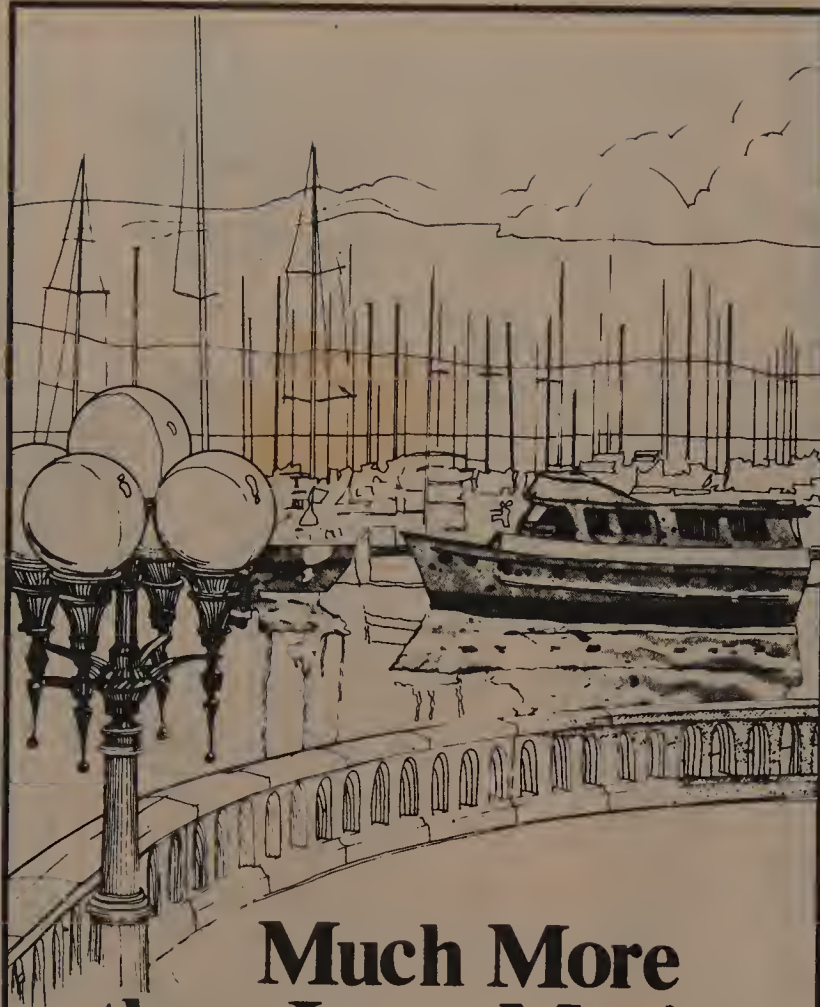
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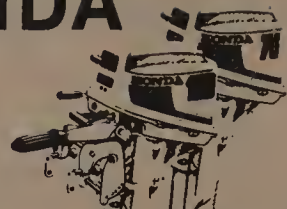
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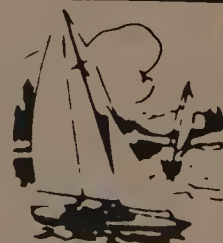
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LETTERS

"no oil placard" goes into the big computer as "one more criminal caught". Heck, maybe the more criminals they catch the more money is allotted to them by Congress. They wouldn't be that cynical, would they?

Dave Johnson
Oakland

Dave — If it's a matter of either spending money on rescue efforts or 'safety boardings', we'll back spending it on rescue efforts and equipment every time. As far as we're concerned, everyone who agrees with us should pick up the pen and write their president, their senators, representatives and everyone else who might be able to affect the situation. Is that clear enough?

We'll admit we haven't had as big a 'fire in the belly' about this matter as perhaps we might. One of the big reasons is because we think it's both foolish and reckless for mariners not to rely on themselves but to expect they can be plucked from the brink of disaster any old time by the Coast Guard. We think too many people look to the Coast Guard as being their nautical mothers rather than the ultimate last resort — and that's dangerous.

While we agree with your conclusion, Dave, some of your logic and assumptions are off the edge of the earth.

✓ *Eight-five percent of the Coast Guard budget, for example, does not go to safety inspections. For you to have made that assumption from an offhand comment about mail to Latitude hardly lends credibility to the position you advocate.*

✓ *And what's this about the Coast Guard's "primary duty of guarding the coast". Against who, the Nicaraguans or the Russians? Military defense is just about at the bottom of the Coast Guard's priority list.*

✓ *As for the 'drug interdiction' program, it continues to be our understanding that the Coast Guard has no say in the matter. The President gives them their marching orders through the Department of Transportation, and they carry them out. If you have any factual evidence to indicate otherwise ("It's bunk!" you say), please produce it. If you don't, wouldn't it be more intelligent to concentrate your persuasive talents on the decision-makers (the Congress and the President) rather than the implementors (the Coast Guard)?*

□ THE NORTHWEST, IT'S NOT BAD

Isn't it always a wonder that people exposed to a similar environment may view the exposure with either most positive memories or completely negative vibes?

I write in comment to the letter of W.K. Hendricks, February, wherein her/she mentions the character of the Pacific Northwest people. I quote: "... the people are not friendly."

Will my wife and I ever forget the instances when perfect strangers invited us to their home for showers, clothes washing and dinner (in that order) after watching us tie-up in Juneau; or the logging community in the Queen Charlotte Islands having us over for lunch and giving us all the kerosene we could carry at no charge; or the gift shop operator in Washington who said, "That's okay, just mail the check when you can," after I ran out of checks while trying to buy an anniversary present for my wife. Still out of checks, the fuel dock operator, who did not accept Visa cards, said "pay for the 150 gallons of diesel when you get back to San Francisco."

The people aren't friendly? W.K. Hendricks, whoever you are, would have to talk a long blue streak for us to agree with him.

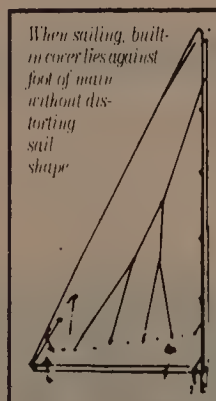
Please *Latitude*, instead of a t-shirt, why not send Hendricks a slightly used hankie so he/she could snuffle into it.

Art Shaw
Alameda

Without Doyle's StackPack mainsail furling system, lowering the main often goes like this: the sail is flogging itself into early retirement, you've got a half-dozen sail ties clamped between your teeth, the channel makes a jog to port but the helmsperson doesn't, and your five-year-old finally gets to find out if the boathook floats. StackPack, with its unique integral sail cover, allows your fully-battened main to put itself away. In seconds, you're ready to zip it up, relax in the cockpit, and enjoy the show put on by crews who don't have a StackPack.



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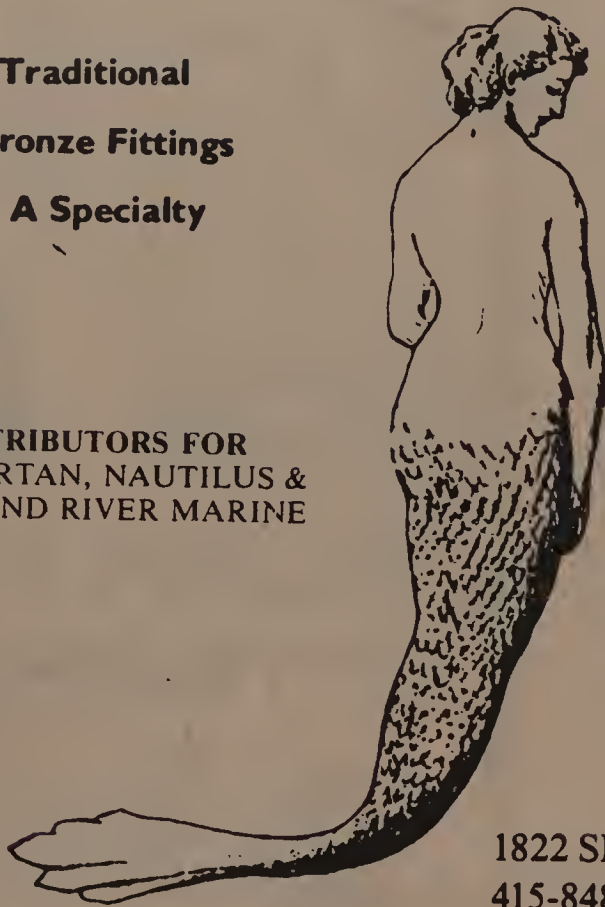
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LETTERS

□ ANY 5.5'S LEFT ON THE WEST COAST?

Two decades ago a group of International 5.5 Meter yachts arrived in the Delta via the Columbia Yacht Corporation. We raced them avidly for some years until the inevitable and inexorable whims of choice — so common to sailors — made themselves felt and the class pretty much disbanded.

My family owned two of these boats. One was the more common glassfibre type, which sailed very well in flat water and moderate winds. The other boat, which had finer bow sections and was of Scandinavian origin, used to go by the Columbia boats at ease in anything over 30 knots of wind.

As a matter of course, the wood boat found life in the Delta where the temperature gradient is so large, and was eventually sailed to the Bay so she might enjoy a longer life in conditions more appropriate for a fjord-based design.

The curve of this note leads me to ask a couple of questions of you and the general readership. First, I would like to know how Columbia Yachts came upon the specific design parameters and deck layout for their 5.5 meter. If they came, as they had ought to, from an already successful design prototype, which one was it? If the design did not spring from existing lines, then who drew them?

Secondly, are there any wood 5.5 Meters still alive on San Francisco Bay? The few boats with fine entries did very well in the chop and I am chagrined at the idea that there are so few left. Their bluff blow cousins, as we know, ended up on flatter waters.

I am living on the shore of Humboldt Bay presently, and wish to correspond with anyone who knows of 5.5's built before 1965 that remain on the west coast.

Christian Immel
Eureka

□ QUESTIONS, QUESTIONS, QUESTIONS

I've been saving up for months here. Alas, I'm back in school and so for the first time in five years I have *not* been reading *Latitude* from cover to cover. This too shall pass; but, I digress from my points:

✓ Re "Muff". Jerry, as you knew would happen, I must say it: "I told you so". Take heart, someone will buy it off you. (I've lost your number; give me a call at 236-6480 in the evening and we'll go out on a *real* boat and suck suds, swap lies, etc.)

✓ As is often the case, the brave must be sacrificed. What exactly is a 'One Tonner'? With Kevlar, carbon fiber, etc., I know that boats are getting lighter all the time, but this is a bit much.

✓ Will there be a Colin Archer Race this year?

✓ Okay Westsail'ers, which one of you is going to set up the rendezvous this year?

✓ Lastly, I understand that the Catalina Race will have a cruising class this year. Bless those folks. Some of us just don't do well with those big nasty spinnakers flogging about, making shady spots on the boat and generally creating stress and anxiety.

Mike (Lee Shore) Sisson
Mysticeti

Mike — The 'ton' in One Tonners has, as one person put it, "nothing to do with anything". In the beginning One Tonners were boats that rated 27.5 under the IOR rule; it was later changed to boats that rated 30.5. It would thus include boats like Coyote, the new Bravura, the Farr 40's and scores of others, mostly right around 40 feet long. At other times the Quarter Ton, Half Ton, Three Quarter Ton and Two Ton classes were popular. As of now, only the One Tonners generate much interest.

The Colin Archer Race will be held on April 30 this year and finish, once again, at the Encinal YC.



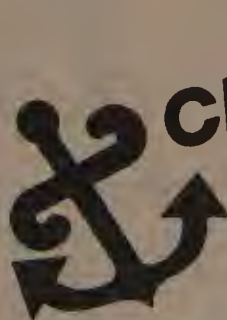
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26'	Balboa	11,500	41'	Rhodes	39,500
25'	Ericson 25+ sold	14,500	32'	Islander	43,000
25'	US Yacht	Offers	31'	Mansaan	47,000
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UNDER \$25K			UNDER 100K		
25'	Yamaha	15,000	46'	Garden custom	55,000
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27'	Ericson, 2 fram	15,950	36'	Pearson	59,500
27'	Cal 2-27 sold	16,000	36'	Islander, 1981	59,750
28'	Newport	17,900	45'	Far East	68,000
29'	Bristol	16,000	38'	C&C	74,500
27'	Sun Yacht	16,750	38'	Farr	76,000
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29'	Cal	19,000	41'	Morgan, 2 fram	85,500
34'	Chinaak sold	19,500	38'	Farr	88,000
27'	Cal 2-27	23,000	60'	Classic	95,000
28'	San Juan	24,500	OVER 100K		
25'	Buccaneer	Offers	45'	Parpaize ketch	110,000
27'	C&C	Offers	39'	Cavalier	115,000
UNDER 50K			37'	Magic	119,000
29'	Columbia	25,900	42'	Irwin	120,000
30'	Ericson	26,000	47'	Garden Vagabond	125,000
34'	Caranado	27,500	52'	Columbia	125,000
30'	Cal 3-30	28,000	44'	Nardic	129,500
			45'	Lancer	149,000
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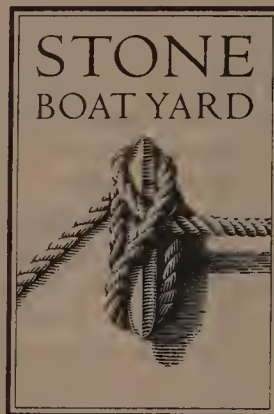


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LETTERS

Yes, there will be a cruising division for the Catalina Race — assuming they receive ten entries. Boats in this class will not be eligible for the overall prize, but they do get to start July 3, a day earlier than the other boats. Spinnakers will not be allowed in the cruising division.

RIGHTS CHANGE

In his question about right-of-way rules (March Letters), I believe David Schneider was referring to the difference that used to exist between 'Inland' and 'International' rules of the road.

The old rules applied to the Bay, Delta, lakes and rivers until about five years ago. If I remember correctly, they stated that a boat running free had to give way to one close-hauled. That has all changed as the (International) rules are now in effect as you described.

You failed to mention that sometimes a "privileged" boat must give way to the "burdened" boat (i.e. in the case of obstacles) and that one should try to avoid collisions regardless of who has the right of way.

Safe sailing.

Tom Hughes
Moraga

Tom — If we remember correctly, you're right on all counts.

WHAT ABOUT ON A BEAT?

In the last few days I have found myself besieged by calls from people wanting me to read your response to David Schneider's letter on rules of the road from page 85 of the March issue.

In a recent race, while on starboard tack, I had been struck by a boat on port tack while rounding the weather mark. At a mark, according to your response, "an earlier arriving port tack boat has rights over a later arriving starboard tack boat."

Despite my respect for your magazine, or perhaps because of it, I should point out part (a) of rule 42.0. "Rule 42 (Rounding or Passing Marks and Obstructions) shall not apply between two yachts on opposite tacks on a beat or when one of them will have to tack either to round the mark or to avoid the obstruction." Therefore, Rule 36, starboard tack rights, shall be in force. The two boat lengths rule to which you refer, does not apply to boats on different tacks.

I hope this letter will prevent the continuation of some unique and interesting interpretations of the racing right of way rules.

In regards to Mr. Schneider's question about maneuverability and right of way, I have been lead to believe that, historically, the close hauled boat was given right of way because of the tacking limitations of non fore and aft rigged boats.

Tim Rochte
UC Davis Sailing Team

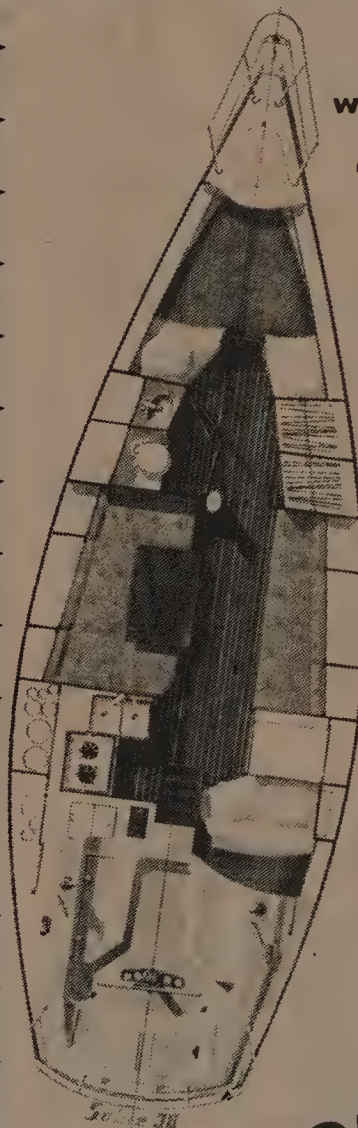
Tim — We weren't being specific enough. While 42 doesn't apply on a beat or when one boat will have to tack, there are times — such as down at #8 — when 42 does override more fundamental rules. We quote from Dave Perry's Understanding the Racing Rules on page 135:

"USYRU Appeal 195 says, 'Rule 42 is a rule of exception. In some situations at marks and obstructions outside yachts otherwise holding right of way must nonetheless yield to a yacht inside and even alter course to move far enough away from the mark or obstruction to give the otherwise obligated inside yacht the room she needs to pass or round it. A starboard-tack yacht with a port-tack yacht inside and a leeward yacht with a windward yacht inside are examples of the sort of situation which provide limited exception to earlier rules.'"

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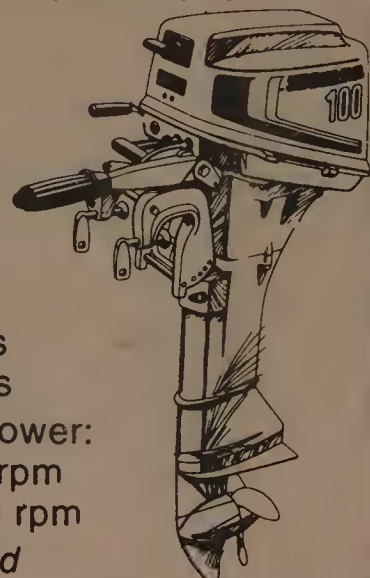
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LETTERS

□SUBJECTS NEEDED; ESPECIALLY WOMEN SUBJECTS

I am presently writing a book on free or cheap travel: riding the rails, hitch-hiking, sky-hiking and crewing on boats. The focus is primarily, but not limited to, women.

Consequently, I would like to interview those who have done some long-distance crewing, whether on cruising or racing boats, whether female or male. I'm also interested in talking with boatowners who have taken on crewmembers.

The kind of questions I want to ask are: What were the circumstances of getting on the boat or taking on crew? How were money matters dealt with? What qualities or skills were you looking for? How did it work out?

I would love to hear from any of you; and who knows, you might be quoted in my book. Feel free to call my message machine at (415) 552-4963. If you're outside the Bay Area, save some money by dropping me a line at 309 Church Street, San Francisco CA 94114.

Nancy M. Connolly
San Francisco

□UNCONTROLLABLE, STIFLING, HIDEOUS CREATURE

To those who responded favorably in the BOAT/U.S. survey on whether or not boat operators should be licensed or not, you might want to read the story on page 19 of the March issue of *Cruising World*.

Regulation, even the best-intended kind, has to be curbed. Look at what an uncontrollable, dangerous, stifling, hideous creature the BCDC has grown into. Similarly, the reasons behind Assembly Bill 2612 are commendable, but the end result, as the bill now stands, is an absolute atrocity.

It's way overdue that people put down their collective foot and say, "Hey, I'm sick of a few self-righteous, self-appointed watch-dogs telling everybody else what's good for us!"

Help destroyed America through increased regulation!

Theodor Bellomy
Santa Clara

Theodor — You think you're pissed off now? Just wait until you read the proposed boat operator's license test in this issue's Sightings.

□MORE ON THE OLD-TIMERS

Many thanks for a great article on Denny Jordan.

I hope you can do more on other oldtime sailors from the Bay. As a former crewmember on *Baruna*, I thoroughly enjoyed this piece.

Keep up the good work!

Bill Sweet
Lake Tahoe

□RESPONSE TO JIM CATE'S LETTER IN THE MARCH ISSUE:

In your letter concerning our recent ad: HANS CHRISTIAN VS. NOTHING ELSE, allow us to explain. We stated that a Hans Christian 33 was asking a "scant 10%" under cost of new; to which you replied it was like listening to a stock broker explaining that a "mere 30% loss on Black Monday was really doing pretty well".

Look at it this way, Jim. One buys a new Hans Christian 33 in 1981 for \$78,500, the sailaway price at that time. In early 1988 he decides to list same for 10% under the cost of a new boat which was \$113,900. (They are a little more expensive now.) From experience we know that the used 33 will not be on the market long and probably sell closer to the asking price than the purchase price. Now that is called appreciation; more like the market surge *before* the crash.

This broker's recommendation: Sell stocks and buy Hans

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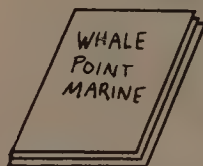
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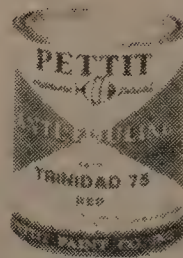
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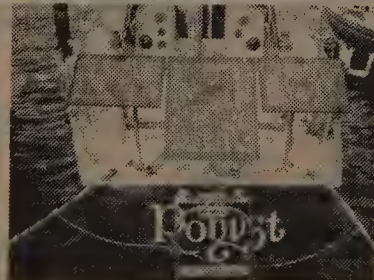
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□ MAMMAL HARRASSMENT

On March 5, friends and I were returning to Alameda from a nice sail on the Bay. As we passed the final buoy before entering the Estuary, we observed a sea lion peacefully sunning him/herself on the buoy. At the same time the HF 50 *Samurai* was approaching close to the buoy, apparently to get a better look.

As the *Samurai* got next to the buoy, all her guests gathered on one side for the best view. At that point the boat's skipper leaned over, and to my amazement let loose with an extended blast from his airhorn!

It seems obvious to me that these individuals must enjoy our marine mammal friends, but it appears that they are quite ignorant of the laws prohibiting the harrassment of marine mammals. Possibly they don't consider having an airhorn blasted at them from ten feet to be harrassment, but if the tables were turned they might reconsider.

I think we all enjoy our marine cousins and knowing more about them might reduce this kind of stupid harrassment. I suggest a visit to the California Marine Mammal Center at Fort Cronkite in the Marin Headlands for anyone wishing to learn more about pinnipeds. An article in *Latitude* would help, too.

John Zivnuska
Oakland

John — We're with you all the way, but you have to understand it works both ways. A couple of years back we were napping on the deck of our boat as it lay moored at King Harbor. Drifting in and out of sleep, we were suddenly and unmercifully blasted into the present by the roar of a sea lion. Couldn't relax for a week after that one.

□ QUESTIONS ABOUT MANANA-LAND

Over the years you seem to have changed your ideas concerning cruising Mexico. Several years ago the *Mexico Itinerary* suggested Christmas in La Paz, followed by a sail to Mazatlan or Puerto Vallarta. More recently, the *Mexico Cruise Primer* advises going south from Cabo to the warmer waters of Zihautanejo.

Since we are warm water fans, the latter plan seems to make much more sense to us. But we wonder if coming back north during the late winter or early spring to reach La Paz for Baja Haha Race Week means sailing uphill all the way. Or are the winds so light that it really doesn't matter?

On another subject: We have seen other insurance questions in *Letters*, but not many answers. We know we won't be getting boat insurance, but all we really care about is liability insurance because of all the people so willing to sue at the drop of a hat. With no boat insurance, no car insurance and no home-owners, is it possible to obtain liability by itself? And what about major medical? We surely don't want to stay with Kaiser. Blue Cross says you have to be a resident of California and can't be out of the country for over six months. All we're looking for is catastrophic coverage.

If you or any of your readers can help with these questions, we — and others — would love to hear about it.

George and Brenda Milum
Lafayette, CA

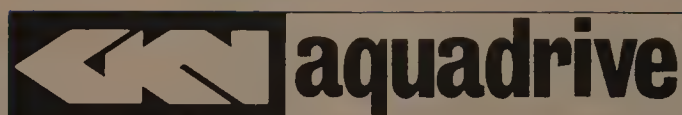
George and Brenda — Whether you should head north from Cabo late in the year depends entirely on how successful a gambler you are. If you're lucky, you'll have delightful weather for the wind.

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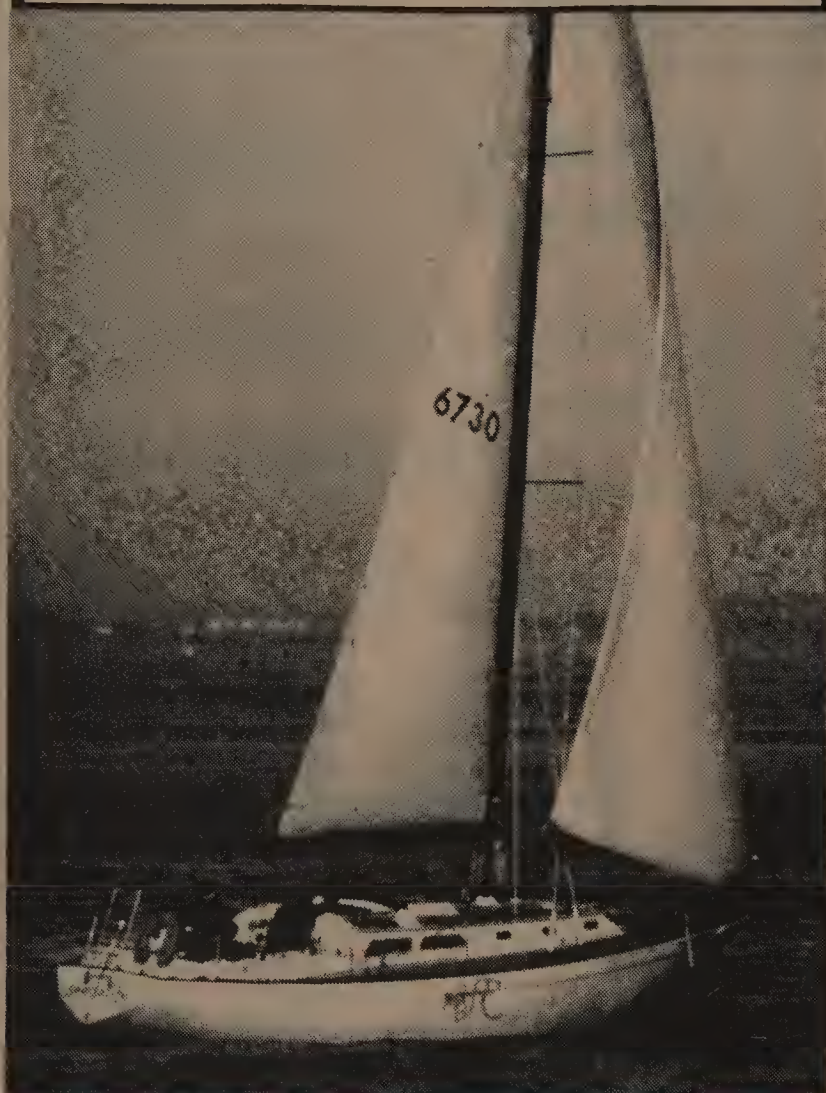
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LETTERS

ward sail from Cabo to La Paz, followed by an unusually mild November and December. In such a case, you should by all means go directly from Cabo to La Paz and enjoy the terrific cruising available just to the north of La Paz.

It's also possible to lose big by going right from Cabo to La Paz. Northerners can blow down the Sea of Cortez every couple of days packing winds of 25 to 50 knots, with nasty short and steep seas. And if you cruise north during a winter of Northerners, you'll freeze even though the water temperature is still very warm.

Playing it safe means heading south from Cabo right away. What you lose by this is time in what we feel is the best cruising area of Mexico: between La Paz and Puerto Escondido. La Paz doesn't really warm up again until April; Puerto Escondido doesn't warm up until May. Consequently, if you have to head home to the States in May, you're not really going to be able to get the most out of Baja. You take your pick and live with it.

As for coming north from Z-town toward La Paz, you're mostly going to have light air on the nose up until San Blas. That's no problem. The trip from San Blas or Mazatlan to La Paz is always going to be a crapshoot; maybe you get nailed, maybe you don't.

In summary: if you're unlucky, not particularly tough, and will be spending more than a year in the Sea of Cortez, absolutely head south from Cabo. But if you're tough, lucky and only have a limited time, you might consider a sprint to La Paz and trying to enjoy November and half of December in that area.

As for boat liability and medical insurance, we don't have those answers you need. Maybe some of our readers can help.

THOUGHT I'D SEEN THAT STUFF SOMEWHERE BEFORE

I thought I recognized the photo, that one of the lovely men's bikini contest from the first Baja Haha Race Week. We on Sisu, from the Elkhorn YC in Moss Landing, had arrived in La Paz just two days before Race Week back in 1984 and immediately ran into fellow club members Frank and Judy from *Amistad* who filled us in on all the plans for that great event. What a marvelous week it was; a perfect way to meet friends and start our cruising life.

Sisu has remained in Mexico since then, exploring the Sea of Cortez in the summers and visiting the mainland the last two winters. And we still haven't seen it all. This year we've begun a major maintenance and remodeling effort for Sisu, so she may be out of the water for Race Week. But we'll probably be there.

As for news of the other boats that were at the first race week: *Amistad* is still in Baja although Frank and Judy are in the States visiting their children. *Mary T* — who can forget Mary? — has settled in San Carlos. *Tamaru* — who can forget Dina, the youngest queen candidate and breaker of 1,000 hearts — the McQuillans have returned to Canada but the boat is still down here. Terry on *Erotica* will be handling the spear-fishing events again this year. *Evenstar's* Jeanie, our communications coordinator that year, will be handling those duties for the fifth year in a row as will Jeanie Munchkin. *The Trip* is still in Baja, with Ralph spending half his time in the States and the other half diving around Puerto Escondido. Others who have remained down here: Jay on *Hay Chfuahua*; Russ on *Maverick*; and, Lee and Karin on *Mar y Vent*.

Luise Marchi & Bob Oakley
Sisu

First Baja Haha Race Week Veterans — All right, we'll beg if we have to. Will somebody please tell us how to get a copy of the infamous video from that first Race Week? Our children think their father doesn't know how to do the 'Dirty Worm' and we need proof.

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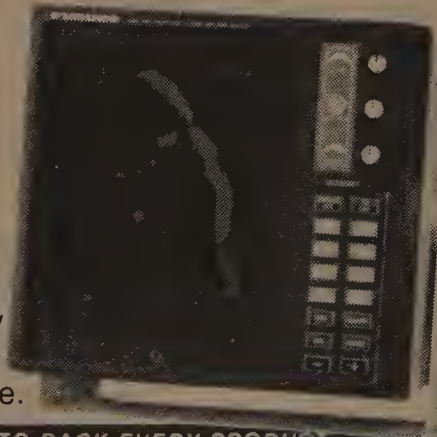
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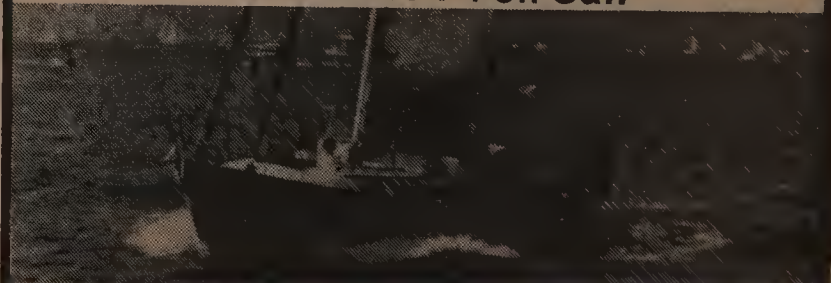
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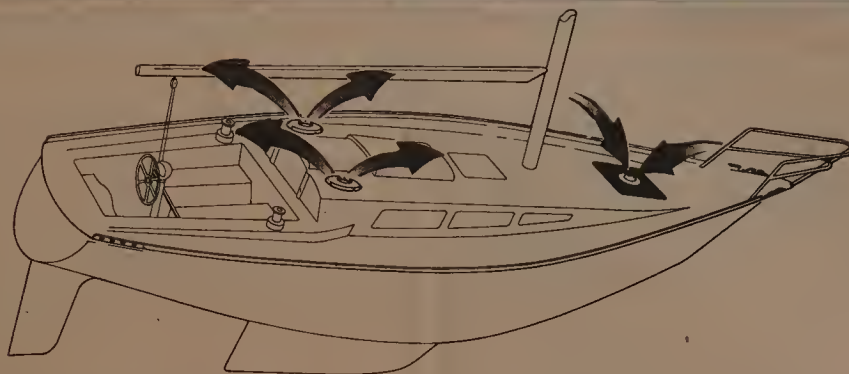
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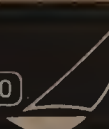
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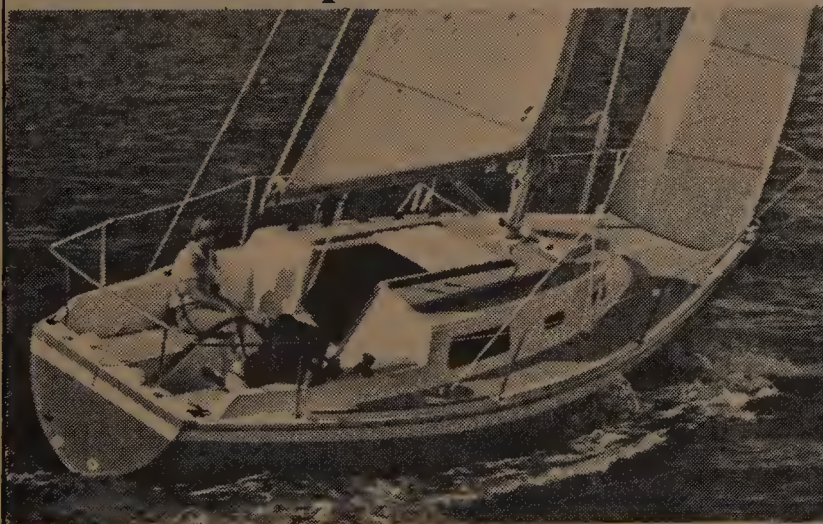
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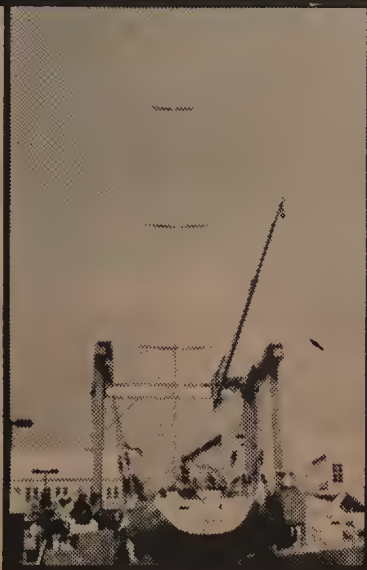
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LETTERS

□AN OPEN LETTER TO THE GRINGO TOURISTS FLOATING ON MY WATERS

My girlfriend, Angel-Fin, and I were swimming around looking for a good dinner in the Bay at San Juanico last Friday night when we heard the report on the local "Shell" radio station that some cruisers were dumping a lot of garbage. We decided to go have a look at what the *muy estúpido rico gato gringos* were dumping into our pristine, irreplaceable bay now.

Poor old Angel-Fin, my beloved, then mistook 13 loads of broken glass being dumped by Denise Zirpel for a school of shrimp. Besides suffering massive cuts to her mouth and throat that required over 80 stitches, she was in Giant Clam General Hospital for over two weeks with massive internal bleeding. The hospital bill — yes, we fish have fine schools and hospitals — came to over 400 Murex. That's alot to us "retired fish".

As if this wasn't enough to make an old fish gag, these cruisers are destroying our economy. The presence of foreign (tourist) refuse in our body chemistry has forced our marketing people to import Cabo fish to present to our fishermen.

Hoping you dump your glass and cans on land where they came from.

Let Baja Haha begin!

Mr. Laser J. Fish
Any Ocean, U.S.A.

Readers — Denise Zirpel wrote in to Changes last month about cleaning up the garbage left by cruisers at Baja's lovely Bahia San Juanico. Part of the clean-up included dumping 13 loads of bottles in deep water. As we noted at the time, Denise had put herself in a position for taking flak because lots of sailors think dumping cans and bottles — even in deep water — is polluting.

□ARE THOSE GUYS STILL AROUND OR WHAT?

Approximately two years ago in *Latitude* I read an article about a company which was going to ship boats from Mexico (Acapulco and Cabo) to the United States (San Diego, San Francisco). The idea was to enable a sailboat to sail downwind to Mexico but not have to beat back up the coast.

But I forgot to note the name of the company. Could you possibly give me their name and address?

Also, do you know of any other means of transporting a boat from Mexico to the Pacific Northwest (Vancouver or Seattle)?

We are from Victoria and passed through San Francisco in September of 1985 en route for Mexico and read *Latitude* whenever we would get a copy. We read our last one in Australia in late 1986. We spent the hurricane season in Brisbane, having crossed the Pacific that year. We are now in South Africa, having crossed the Indian Ocean in 1987. Next stop is St. Helena. We hope to be back in the Pacific by 1989.

Jenny Coghlan
Trinidad & Tobago

Jenny — The original company with that idea was Boat Shippers of Newport Beach. They took a load or so of boats, and then left a whole bunch of pre-pays high and dry on the beach in Mexico. Deeply in debt, the company ceased operation and the boatowners were left holding the bag. A very rotten deal.

More recently, a company called General Marine Transport was formed to provide the same service. Despite substantial hoopla and advertising, to our knowledge they've yet to make a run and as yet don't have one definitely scheduled.

As for getting a boat from Mexico to the Pacific Northwest, it

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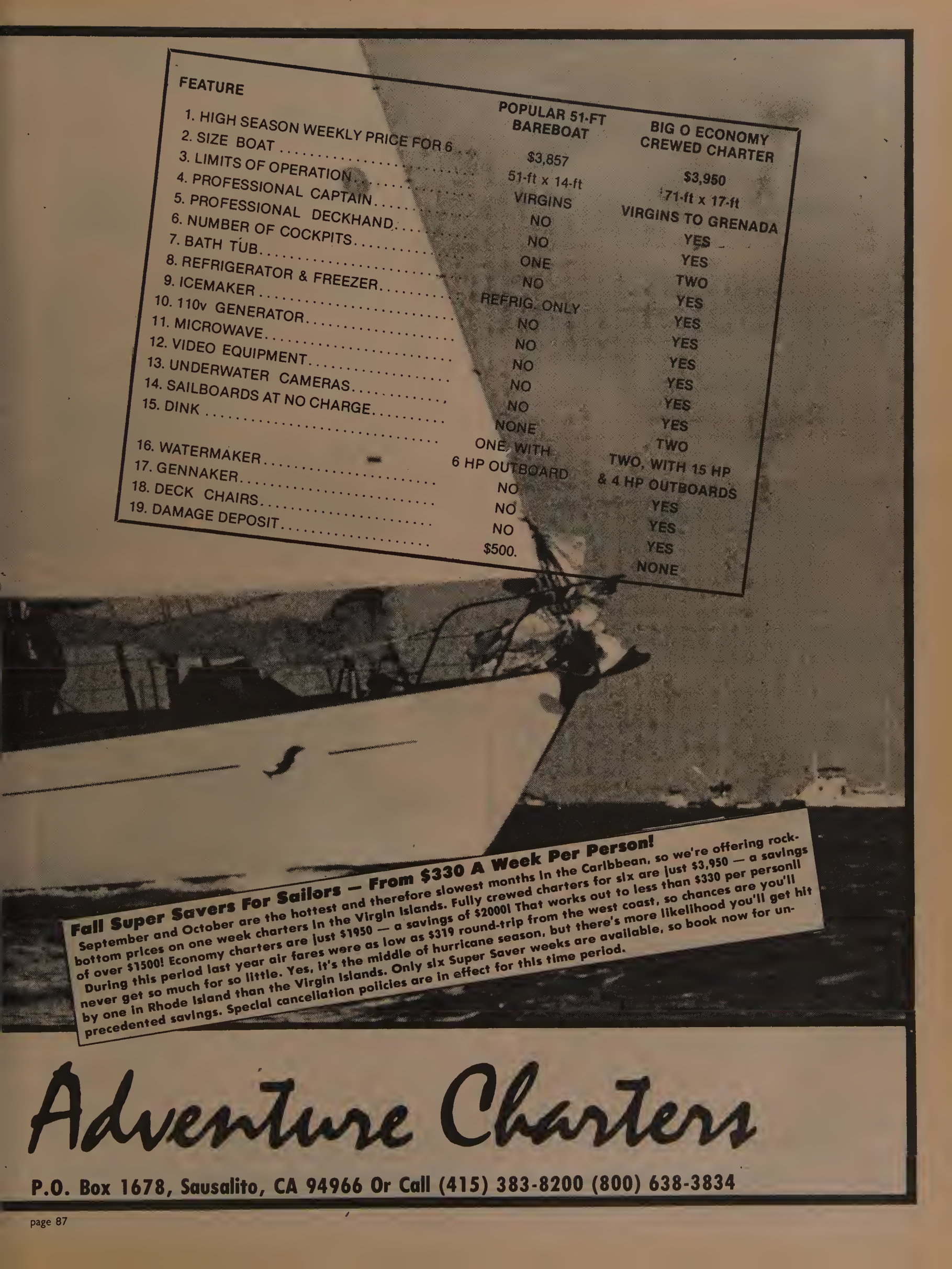
Can't Find Enough People To Put A Group Together?

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LETTERS

depends somewhat on how large the boat is. If you've a fairly light 40-footer, you could probably have it trucked. Olson 40's, for example, were trailered home after some Mazatlan races. But if it's a bigger or heavier boat, we think there's no alternative but to sail it.

□ YOU HAVE TO BE A FANATIC

Your article on cockroaches (March) stirred me to write! I hate the damn things with something between passion and fanaticism.

We lived in the Caribbean for about seven years and had a constant problem with them on the boat. Once you get them, they're almost impossible to get rid of because they can survive on nothing. We once left the boat for a few months and the roachy bugs ate all the candles, engine grease and even the tobacco from the inside of some cigarettes that had been left behind. I opened a roll of toilet paper and an albino roach emerged; I guess it had lived on the glue and white tissue.

Once I watched a cockroach egg hatch. What an experience! Seven little white roaches popped out. God, they're prolific.

Anyway, here's some hard lessons that I learned while dealing with the little — and sometimes big — buggers:

Never, ever bring a cardboard box or box of any kind aboard your boat. There's probably tons of eggs hidden in all the neat corrugated holes. Then remove all the labels from the cans and mark them with waterproof pens; eggs get layed in the glue.

Rinse all stalks or bunches of bananas in saltwater. (They'll turn black unless rerinsed with fresh water, but who cares?) Check all fruit for eggs.

Empty everything out in your dinghy and pass it by hand to the boat. It takes time, but it's worth it in the long run.

We had our boat "professionally" fumigated before leaving the Virgin Islands on our way north. One week into the trip, I could feel the cockroaches crawling on me in bed. Ugh!

The only way we permanently got rid of them was to leave the boat in Rhode Island for the winter. When we took the ceiling down, we had the pleasure of vacuuming up hundreds of frozen little bodies.

A very good friend told me about boric acid, the same stuff that was mentioned in your article. It works! I sprinkled it behind everything. We sailed back down to the Caribbean and through the Canal, taking nine months to get to San Francisco. I saw just two roaches. One when a friendly yachty brought over 100-ft of rope to help us transit the canal; I quickly killed the little vermin. The second I saw staggering in the boric acid under the trash bin. Although I caught several eggs in banana stalks, those two were it and we remain cockroach free to this day.

Nonetheless, it took me years to get over seeing spots moving on the white formica in the galley. I used to get up with a flashlight just to make sure there weren't any.

Anyway, folks, you have to be fanatical about what you bring aboard, and you have to use boric acid powder.

Bonnie Row
Redwood City

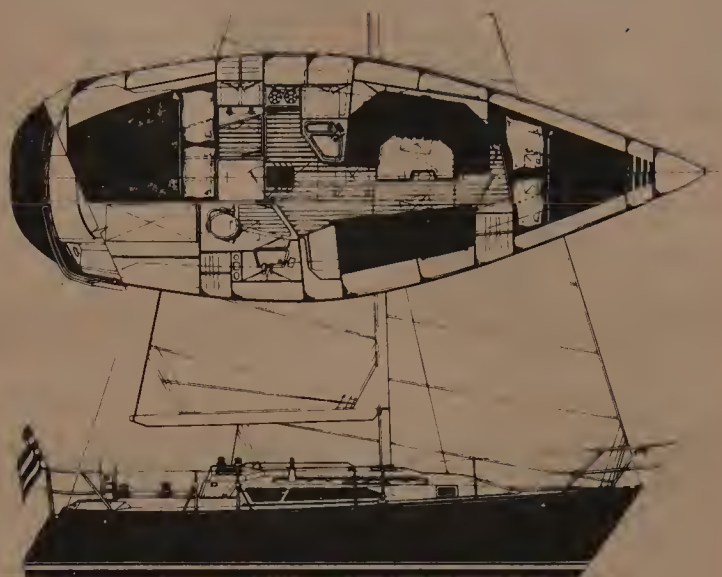
□ RE: KEN WILSON'S MARCH LETTER

It's a real shame, Ken, that you are having such trouble with your sailing partners.

Being a female who is sure there is nothing more satisfying than a long sea voyage to new people and places, I find it hard to believe that there aren't more females in love with the sailing life. For this reason, I wanted to share my story with you.

Although I come from the snow-covered mountains of Montana where there isn't an ocean in sight, my dream has always been to be

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LETTERS

near the sea. Despite the fact the closest I'd ever been to sailing was a rowboat on a stillwater lake, I got this chance of a lifetime to sail from the East Coast to Europe. After writing and talking with the terrific person who offered the chance — and who is now my captain — I decided to take the plunge.

That week I found a home for my cat and my plants, said goodbye to my family and friends, and jumped on a Greyhound bus. After four days of riding the bus and preparing myself for what was ahead, I boarded the yacht *Incredible*. She's a 41-ft Peterson IOR design — and out of this world!

I have to admit that my introduction to sailing was much better than most. Needless to say, the four day bus ride did not prepare me for what was ahead. To get somewhat acclimated and to see if I wanted to continue onward, we sailed up to Charleston, South Carolina. By the time we got there, I decided everything was all right; so off we went.

We sailed up to the Azores, over to Finnesterre, Spain and worked our way down the coast of Portugal. Then we sailed through the Strait of Gibraltar and to the Balearic Islands.

As time went by and I learned more, things became even more exciting. True, there were many times I wanted to get off the boat; but then the dolphins would come by or we would see a beautiful ship off in the distance or it would be time for a sail change. In other words, something always happened and I soon found that I didn't think about getting off the boat anymore. I have much more to learn, and I'm looking forward to years of sailing. I enjoy living simply, enjoying nature and small spaces; so for now, sailing is for me.

Which brings me back to why I started this letter to you. Have you thought about maybe sending an ad to places — like Montana — that are nowhere near the ocean but still have adventurous ladies who adapt well to most conditions?

We sailing women are out here, Ken. Ladies who wear no make-up, nail polish, perfume or high-heels. Some call us 'Plain Janes' Good luck in your search.

Brenda Ryerson
Incredible

□ SORE SPOT

I have just finished reading Jack London's *The Cruise of the Snark* in which he devotes many pages to all the boils and sores he and his crew were afflicted with during his Pacific cruise.

Does anyone know what caused them and how a cruising team could avoid them?

George A. Fulford
California

□ GOOD FOR MORE THAN JUST SAVING LIVES

The *Riders on the Storm* article graphically illustrated the lifesaving potential of survival-immersion suits.

Although designed for survival, they can also make a safe but uncomfortable situation tolerable — if not downright pleasant.

In late January, before I'd even heard of Joe and Jan DeJulius, I got a contract to deliver a boat from San Diego to San Francisco. I foresaw some cold and wet night watches.

I don't know exactly what made me think of using a survival suit for standing watch; maybe it was unpleasant past experience. I can remember being in real wet conditions with foul weather gear, the waves breaking over the helmsman's position, and getting very cold. At my age I like some comfort, so I ordered a Bayley suit.

At Pt. Sur we hit 50-60 knot headwinds and 18 to 20 foot breaking seas. Both my crew were seasick, so I fought Sur alone for nine hours before giving up. During that time I endured gale force winds

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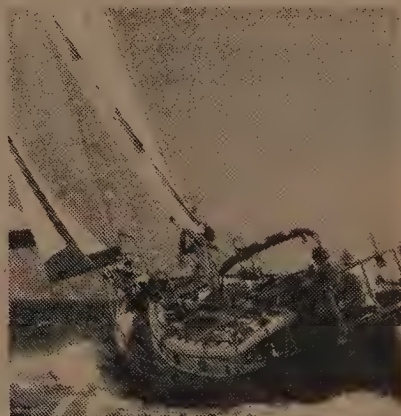
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hich is where Hans Christians are meant and built to be . . . crossing distant oceans. But this presents a geographical problem for demonstration sails that we're prepared to solve . . .

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Any questions? Ask the owners who will be on board to give you their impression of the California coastline, as seen in March, from their COUNTRY HOME.



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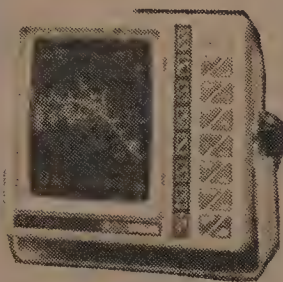
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LETTERS

and waves breaking over my head. The Bayley suit kept me warm and dry while still allowing me to do more work with less effort than if I had been wearing foul weather gear over a jacket, sweater and shirt.

At only \$100 more than a good set of foul weather gear, such suits are definitely worth the investment of anyone leaving inland waters. I know I'll never attempt an offshore or coastal passage again without one.

Sam Crabtree
Crabtree Maritime Service

□ PLEASANT SURPRISE

While in La Paz in November of last year, the transom on our Zodiac separated from the tubes causing an immediate in-rush of sea water. While Zodiac has served us very well, especially during the year we spent in Mexico, we'd only bought it in March of 1984 and were disappointed it was already coming apart.

The repair estimate was \$350. Imagine our surprise, however, when we learned from the United States Yacht Bureau in Redwood City that Zodiac would allow the repair of our Cadet 310 under warranty! It has been repaired and we are very happy with the work and service.

John & Elsie Roehm
North Star
Sausalito

John & Elsie — A few years back Zodiac used some glue or fabric that seemed to have a lot of failures. It was in their best interest — and yours, fortunately — that they make good on them. It's our understanding that the manufacturing problems are a couple of years behind them now.

□ HERE, THERE AND EVERYWHERE

Having had back surgery recently, I have had time to catch up on my reading.

Some boats sure get around. I'm referring to a Westsail 32, Christopher Robin.

1. Page 185, March 1988 Latitude, she's listed for sale.
2. Changes in Latitudes March, Latitude, article by Angie and Peter Arndt.
3. Sail magazine March 1988; article by Maxwell Fletcher.
4. Interviewed by Jimmy Cornell for his 1984 book, Ocean Cruising Survey, with Maxwell Fletcher on board.

J. Alameda
Upper Lake, CA

J. — Although relatively slow, sailboats still can get around. In just the times mentioned, that boat had rounded the Horn, sailed the canals of Europe, done the Med, crossed the Atlantic, and began doing the Caribbean.

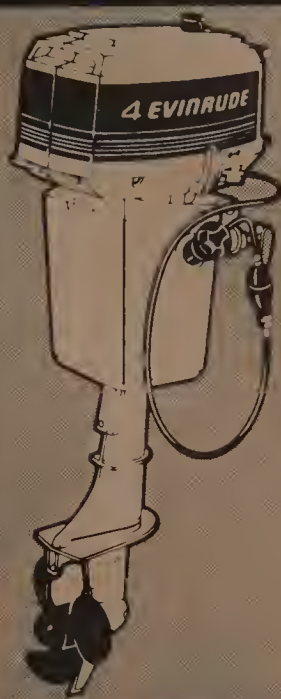
□ MY DOG DESPERATELY NEEDS A HOME

Since Jim Cate and I are planning to leave in October aboard *Insatiable*, the PJ 36, on a long term cruise, I'm writing in hopes that someone with a big heart and a big yard would welcome my dog, Skeena.

He's a 13-year-old purebred Alaskan Malemute who has been our family dog since he was an eight-week-old ball of fluff. Unfortunately, the family has grown up and moved into places he can't go; and, none of my close friends want him.

Skeena has lots of personality, is very loving, adaptable and gets along well with cats and dogs. He's in good health for his age.

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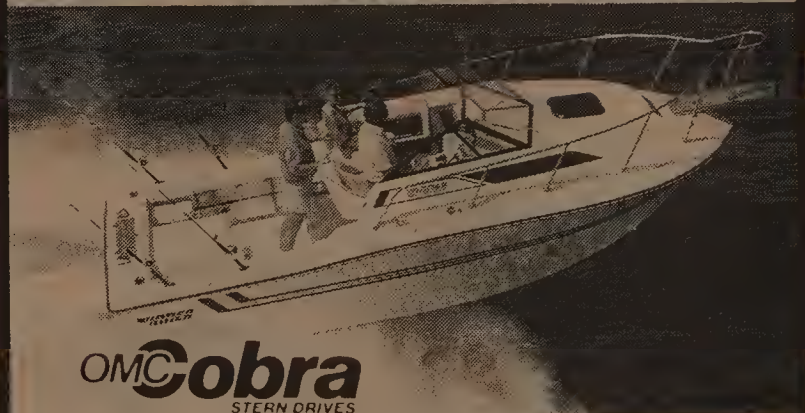
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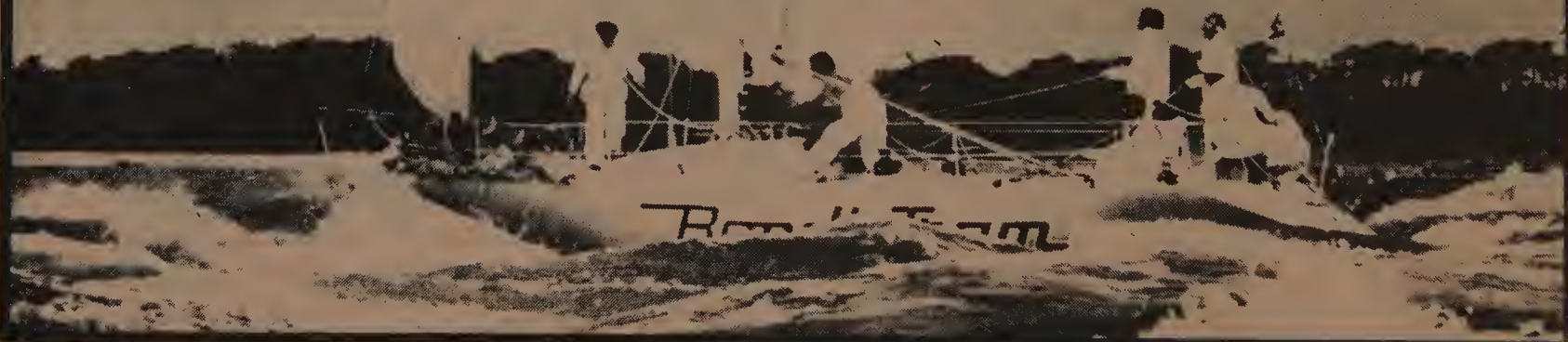
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LETTERS

If I cannot find a good home for him, I shall have to have him killed — something I don't want to do.

If anyone out there would be interested in talking to me about adopting Skeena, call me days at (415) 236-1616 or evenings at (415) 865-7046.

Ann Taunton
San Ramon

□WHAT BRAND?

While reading your article *Riders on the Storm*, we noticed once again that you didn't mention the 'brand' name of the 42-ft trimaran. Was this an oversight?

As you probably know, multihulls are given either the designer's name or one he bestows. This along with the length clearly identifies the type of boat you're talking about.

We realize that much of the boating public might not be aware of how much difference there can be between multihulls. However, to us 'multihullers', it could mean the difference between a Westsail 43 and a Farr 40. So please tell us if you can.

Here's to hoping that this year's Baja Haha Race Week is as successful as previous ones. See you there in a few years — we boatbuilders have to be patient.

Dennis and Sandie Cartwright
Marples 44 trimaran under construction
Palo Alto

Dennis & Sandie — Whenever possible, we always try to identify the type of boat we're referring to. Unfortunately, it isn't always possible.

In the case of Atlanta — and this isn't unusual for multihulls — the first owner was the designer and builder, and his name has been lost among the string of interim owners. All Joe DeJulius could tell us was that it was glass over ply construction with lots of internal stringers; not much help.

In an update on that misfortune, apparently the insurance company is waffling about paying off the claim. They usually need to see a set of plans to make sure the boat is up to specs before insuring. But in this instance the company insured the tri for one trip only at the same rate as their old monohull, \$765. Apparently the insurance company is having second thoughts about the wisdom of their decision.

□EVERYONE GETS THEIR FILL

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We have recently received unsolicited mail twice and consider it part of the 'junk' mail — which you know everyone gets their fill of.

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S. VDW
Inverness

S. — Although approached a number of times by other sailing magazines and advertisers, as a matter of principle our mailing list is never sold or lent out. You might check and see if there could be another source of unwanted mail.

Latitude encourages letters on all topics related to sailing and the recreational waterfront. Please write legibly, refrain from libel as best you can, and be sure to include a phone number in case we have questions.



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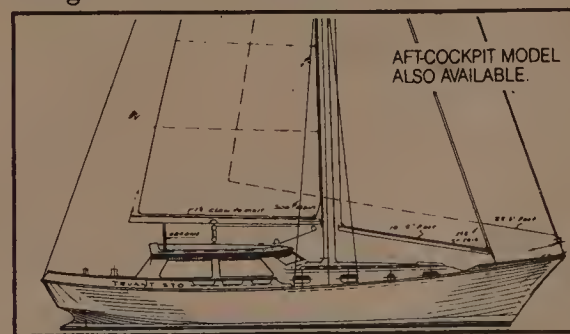
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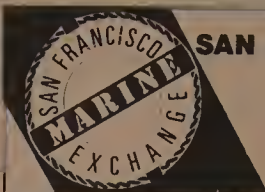


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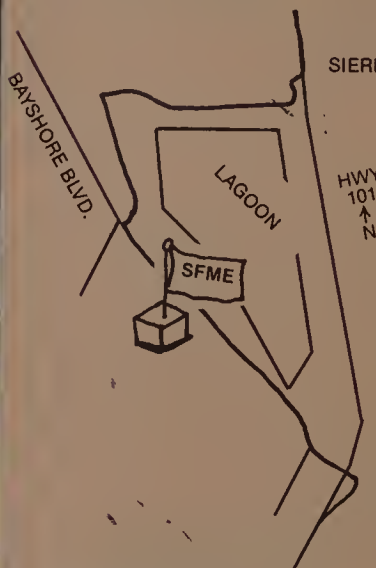
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LOOSE LIPS

Sex at Sea (continued).

"Romance at sea is slowly dying . . ." read the lead-in to a Reuters news item we noticed recently in the *Chronicle*. It continued, ". . . at least if you happen to be a male dog whelk in the mood for love."

The article went on to explain that female dog whelks — which we take to be some kind of shellfish — found along a 15-mile stretch of beach in England have been "growing appendages usually reserved for males of the species". Whoaaa! Scientists attribute this horrifying turn of events to one thing only — pollution.

Think about that next time you flush your head in the Bay.

Starting the day with a bang.

For Bernard Ploshaya Jr., the early hours of Wednesday, March 9, turned out to be a hell of a morning. One minute he was motoring placidly along in the 37-ft powerboat *Forever*, the next minute, the boat was engulfed in flames and he was treading water. The incident occurred about 6:30 a.m., four miles south of the San Mateo bridge. By the time the Coast Guard helicopter and 41-footer arrived, *Forever* was burning so fiercely, the Coasties couldn't even tell how long the boat was, much less what type. Ploshaya was pulled from the water about 500 yards away and taken to Peninsula Hospital with third degree burns on his face and hands, as well as a mild case of hypothermia. The remains of *Forever* sank shortly after 8.

Why are we telling you about an unlucky powerboater? When was the last time you checked your fuel lines and tank for small leaks? How about your propane cooking setup if you have one? Does your bilge blower work and do you always let it run for several minutes before you start your engine?

That's why.

What's in a name?

We once knew a doctor who was seriously addicted to playing golf on sunny Friday afternoons. When he was loafing on the links, his receptionist would inform callers that her boss was "with Dr. Green". Some people got it; most didn't.

That story always cracked us up, which is probably why we found the name of Bob Sacchetti's Islander Bahama 30 *Ademo* so entertaining. "I'm Italian, so most people just figure *Ademo* means something in Italian," says Bob. The truth is that Sacchetti, a computer salesman for a San Francisco company, is seldom in his office. His secretary constantly was telling people, "sorry, he's out on a demo" — hence the name of the boat.

We've heard of some similar boat names (*On Business*, *The Office*, etc.), but *Ademo* is the best one of this genre we can remember. Drop us a line if you can top it.

Good question.

In the time-honored manner of the sea, the guys on Pat Farrah's SC 70 *Blondie* wiled away the hours on an otherwise dull and slow race to Manzanillo by exchanging jokes and telling stories. Particularly during the long night watches — with little more to do than occasionally look up at the kite or watch the stars — the conversation often took a more philosophical bent. Many collective hours went into contemplating the universe and solving its riddles.

But the *Blondie* bunch was, and still is, stumped by a question posed by crewmember and future zen master Pete Frazier: "If you're driving your car at the speed of light and put your headlights on, what happens?" (Maybe one of the Teeming Millions will send us the answer. In the meantime, Pete, our guess is that your headlights will explode.)

Now you know what big league ocean racers do when the going gets slow.



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LOOSE LIPS

Ship of Fools and the Pickle Family Circus

Lots of talk lately in the local columns that the "real" San Francisco is either breathing its last; or that it's been pushing up daisies since about the quake of '06. Believe what you will. We say that a city's vital signs are measured by its sense of humor. The proposal to put a gambling casino on Alcatraz to our mind proves the City by the Bay is alive and well.

Another encouraging barometer of health are the creative juices that run through the wharf, Ft. Mason, the South of Market area — that breathe life into groups like the Pickle Family Circus.

If you've never seen the Pickles, you've missed a treat for the whole family. We don't have the room for a full-blown description of all they do; suffice it to say that the PFC is to Ringling Brothers what *Latitude 38* is to *Yachting*: Small, irreverent, weird and (we like to think) immensely entertaining.

Which is excuse enough for us to slip in a mention of the traveling troupe of clowns, trapeze artists, jugglers and the like into a sailing magazine. But the inclusion is not totally oblique. To kick off their 14th season, the non-profit group is planning a combined fund raiser and opening day on the Hornblower tour yacht *City of San Francisco*. The "Ship of Fools" evening departs Pier 33 (foot of Sansome Street on the Embarcadero) at 7 p.m. April 28. On board will be three decks of music, dancing, fine dining and "high seas hilarity masterminded by some of the sharpest wits in the Bay Area." Some names to look for are local funny men Brian Loman and Michael McShane, and the comedy troupes Fault Line and National Theater of the Deranged. Of course, the Pickles themselves will be there, too.

Tickets for the fund-raising show are \$100 each; only 500 will be sold. Proceeds go toward underwriting the summer tour through the Western States where the troupe performs for scores of childcare centers, health care clinics and senior citizen programs.

For more information, or to reserve a spot, call Terry or Pam at 826-0747.

A big problema.

Due to airline foulups, a friend of ours had to clear his crew out of Cabo before they even got there. Everything went smoothly until he announced that the two people he expected to sail away with were not present yet, nor were their passports or statements of citizenship.

"Oh, *senor*, that is a problem," said the official.

"Really? What kind of a problem," said our humble servant.

"A *BIG* problem," retorted the official.

"How big?"

"That is a \$10 problem," he said gravely.

Thunderwear.

Is there anyone out there who *likes* doing laundry? We don't mean eyeing chicks at the laundromat, we're talking about the actual act of gathering the grungy clothes, doing the whole washer and dryer trip, folding — geez, our brain waves are going flat just thinking about it. During our cruising years, it was worse, since we often had to do it by hand in a bucket. Next to rebuilding the head, it was our most detested chore. We're not particularly into nudity for its own sake, but dressing um, "minimally," sure cut down on the laundry we had to do.

If any of you cruisers share similar sentiments, you'll be thrilled at this tidbit of news from (of all places) *The Wall Street Journal*: A Japanese firm has come up with underpants that stay "fresh as the sunshine" for . . . ahem . . . six days. "The wearer rotates it 120 degrees each day — and then wears it inside out for three days," says the article. Then, presumably, you take them off and shoot to kill.

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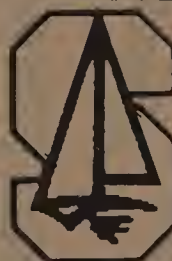
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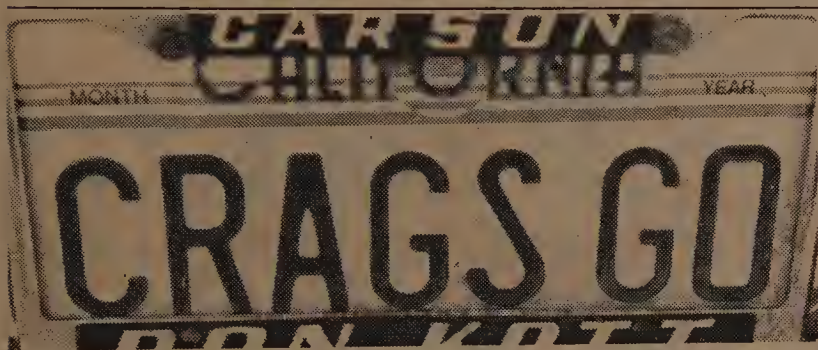
BANDS

LOOSE LIPS

Mucho thanks.

A well deserved and sincere "Thanks" goes to the St. Francis Foundation and the PHRF Committee from Lauren Carlisle at the YRA (Yacht Racing Association). Those two organizations donated \$750 apiece to upgrade YRA's computer system from stone-carving to a state-of-the-art IBM compatible system. An extra thanks goes to Alex Malaccorto for donating additional parts and time to help set it all up. The number cruncher will be used in all facets of YRA administration, says Lauren. "Now we'll be able to call up anything and everything you've ever wanted to know about sailboat racing."

Say Lauren, speaking of that, as long as we have you on the phone, there was this boat out last weekend with this funny squiggle on the sail



License plate of the month, spotted on a ULDB 70 rater's van. Can you guess which one?

From Port Townsend, Washington to Rockland, Massachusetts to Josh Slocum.

Apparently it all started when Don Holm, Commodore of the Slocum Society, got all flustered by the *Sex at Sea* article we ran in the January issue. Commenting in the Slocum Society newsletter, he wrote:

"Boating Press: If your tastes run to recreational sex, see the January issue of *Latitude 38*, the San Francisco Bay Area's pulp paper pornography-oriented boating magazine, for a clinical report on the joys of same, who's doing it, how, and when — but which carries no surgeon general's warning that 'this may be dangerous to your health'."

If you really think it was so filthy Don, what are you doing telling all the Slocum Society members about it? And if you think that was clinical, you'd better join up with a new health program.

One fellow who didn't agree with Holm's description of the mag was W.B. Hickman, Rockland, MA naval architect for Hydron Marina. He wrote back:

"Dear Don: As a long-time subscriber to same, I sort of took offense at your slam at *Latitude 38*, 'that San Francisco Bay Area pulp paper pornography-oriented boating magazine'. *Latitude 38* presents a no-B.S. overview of the yachting scene in Northern California and elsewhere, which occasionally includes some T&A, as anyone rafted up in Hospital Cove on Opening Day can attest.

"I am sharing lodgings at present with Monk Farnham, who for eight years was editor of *Boating*, who shares my opinion that *Latitude 38* is one of the most straightforward, consumer-oriented yachting publications available today. And I'm sure Josh Slocum himself would acknowledge the general usefulness of a pulp magazine at sea, once the reading is finished."

Thanks, W.B., we appreciated that. We suppose we better tell ole Don to crank up his pacemaker as we've already got a few entries in the Women's \$100 Photo Contest and they're not sending in pictures of dolphins.

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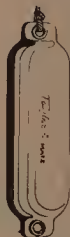
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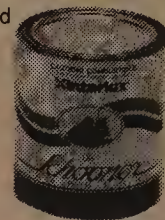
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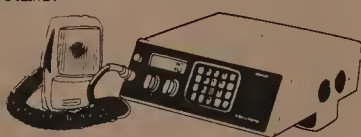


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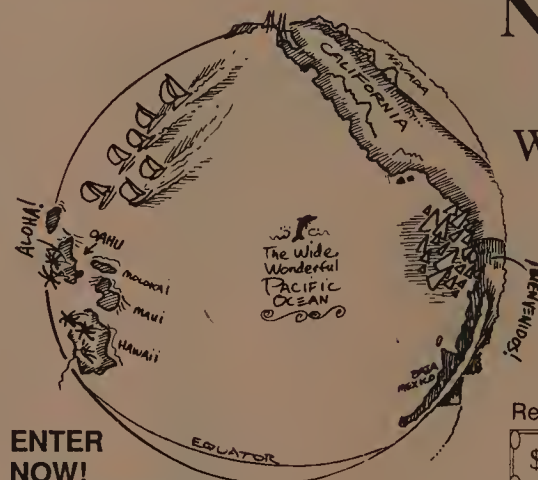
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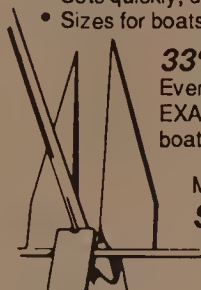
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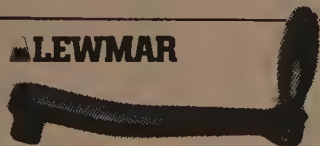
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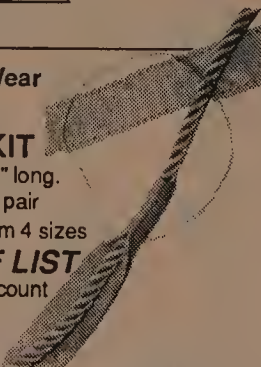
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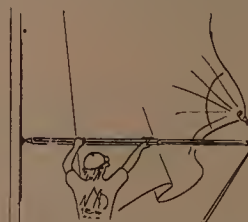
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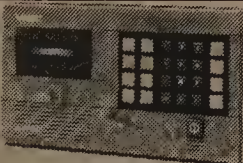


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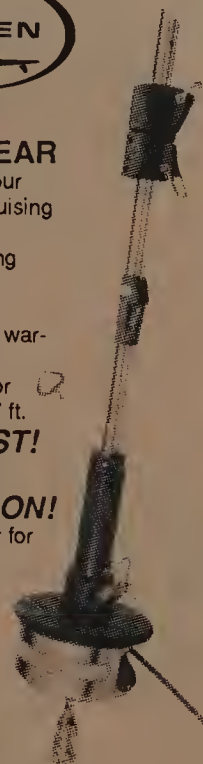


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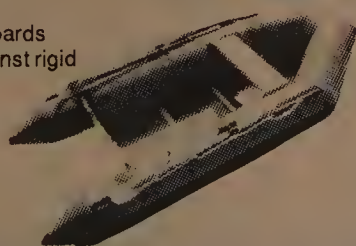
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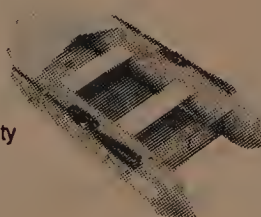
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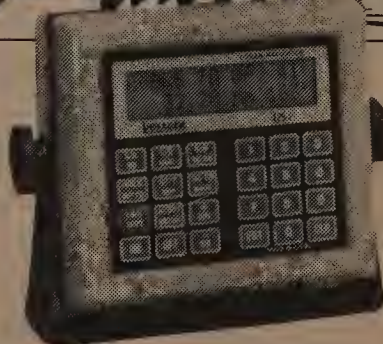
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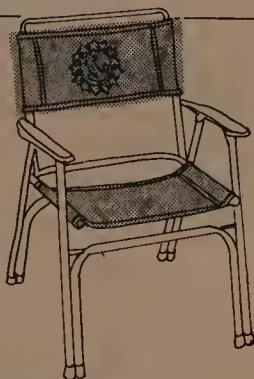
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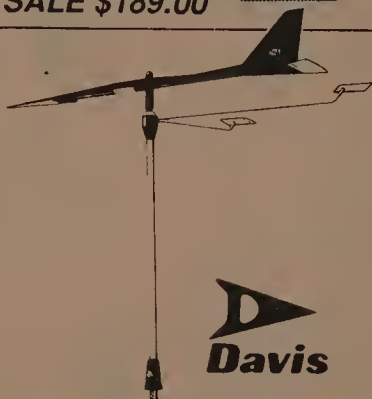
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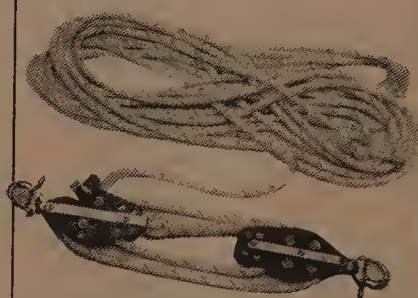
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SIGHTINGS

do you think I'm sexy? — baby, we do!



WORLD WIDE PHOTOS

all systems 'go' for the april boat show

"This is the biggest show we've ever done at Mariner's Square," says Karen Thomson, one of the organizers for the 15th Annual San Francisco In-the-Water Boat Show, a.k.a. the Mariner Square show and "Annapolis of the West."

And she's right. At last report, at the end of March, they were having to turn exhibitors away. "We simply don't have any more room," laughs Karen.

Star of the April 13-17 show this year is a beautiful Farr 65 that's scheduled to compete in the Around America Race. If that's a little rich for your blood or pocketbook, there will be some 200 other craft of every size, including the new Mull-designed Freedom 42, the new Liberty 49 from Tatoosh, and one or more boats from each of the following companies: Beneteau, Passport, CS, Cavalier, Hyles, Hunter, Nonsuch, Norseman, Vancouver, Cape Dory, Nauticat, Tayana, Slocum, J-Boats, Island Packet, Pacific Seacraft, C&C, Hans Christian, Westcot, Catalina, Morgan, Molly Catboat, Ericson and (puff, pant) Fairweather. If you want to see them all, bring comfortable shoes and plan on spending the day.

Of course, ashore, there will also be booths and exhibits for all types of marine gear, sails, small boats, electronics, clothes and so on. Several good restaurants nearby offer a few hours respite, or you can just wolf down some hotdogs at the show and keep going, you animals. Some of the eateries have even planned live music for the occasion.

The hours are 11:30 to 6 on weekdays, and 10 to 6 on the weekend. Admission is \$5 for adults, \$2 for kids 6 to 12 and free for little folks. Dollar discounts are available in this magazine; and if you purchase it on the same day as your ticket (though not necessarily at the same time), for \$2 you can get a return pass that's good through the rest of the show. For more information, see page 33.

win your money back — and more

Inflatable dinks, we all know, aren't cheap; but at least now there's the possibility you can win your investment back.

Once again the Inflatable Boat Association of America is sponsoring a \$5,000 Fish-For-Cash contest. Here's how it works. If you catch a fish from an Avon, Achilles, Dynous, Novurania, Sea Eagle, Sevyler or Zodiac in-

cont'd center of next sightings page

do you think I'm sexy? — baby, we do!

Yet another month has gone by and the America's Cup situation remains as unstable as ever. Will there actually be an America's Cup this year? (Or next?) Who will compete for it? Will it really be held in San Diego? Will the San Diego YC defend with a multihull? Will the Cup be forfeited?

Perhaps a more pertinent question at this point is whether anybody still really gives a damn. If you jerk any audience around long enough — such as the Sail America and New Zealand syndicates have been doing — they'll eventually reject the abuse and take their interest elsewhere.

Having said that, March 13 was something of a watershed day for the (Ma)be America's Cup 1988; it was on that day that the world got its first glimpse, in the form of the accompanying photograph, of the Bruce Farr designed *New Zealand*.

The verdict is clear-cut; she is a sex bomb! Look at those hips, the little tush, the long legs, those extravagant curves. A state-of-the-art 12 Meter is to *New Zealand* what Phyllis Diller was to Marilyn Monroe in her prime: no contest.

The carbon fiber hull, flared like a Moore 30 for the 40-man crew to hike out on, is 90-feet long at the waterline and 140 feet from her stern to the tip of her bowsprit. The photograph was taken as the boat was about to be ferried across Auckland Harbor to the security of a naval drydock in anticipation of stepping the 140-ft rig. All this prior to the March 27 christening, which will no doubt be a day long remembered in sailing-mad *New Zealand*.



Michael Fay supervising the construction of 'New Zealand'.

The sex appeal of the outrageous *New Zealand* puts the San Diego YC and Sail America a little bit more on the defensive in the critical public relations war. It's becoming increasingly obvious that many Americans back Michael Fay's position on the America's Cup and see Sail America's 'defense' as based on fear and perfidy. *Cruising World's* George Day expressed that sentiment best when he wrote:

"For 130 years the New York YC had defended the Cup and, in every match, the club had been maligned as a manipulative ogre. In just nine months, Sail America had done the unimaginable; they've made the New York YC look good by comparison."

On March 4 at Marina del Rey's California YC, a packed house got to see and hear the man who instigated all the America's Cup controversy, Michael Fay. He wowed the crowd. After answering questions from the audience for

cont'd on next sightings page

do you think i'm sexy — cont'd

over two hours, he received a standing ovation. It's clear that Americans still appreciate people with balls and vision — even if they're the enemy.

A few of the highlights of Fay's talk and answers to questions from the audience:

- ✓ *New Zealand* should arrive in San Diego on May 28th.
- ✓ There are no sponsors for the boat, which is owned by Fay and business associate, David Richwaite.
- ✓ "The San Diego YC will either sail according to the Deed or they will forfeit the Cup." But Fay added, "If there is a forfeiture, we don't want the Cup, we don't want our name on it."
- ✓ Regarding the possibility of a multihull defender, Fay said, "I won't come to sail against a multihull." He then "implored" Sail America to build a 90-ft waterline boat. Earlier in the month Fay had offered to give Sail America the same lead time he had in designing and building *New Zealand*.
- ✓ Fay admitted that the Kiwi's would have to learn how to sail the boat and that as yet a sailing master had not been selected.
- ✓ The mainsail size was given as between 15,000-18,000 sq.ft. It will weigh about a ton.

A ton — that's what it's going to take to get the two sides on common ground for a less than acrimonious America's Cup. Either Fay or Sail America will have to back down from their stated positions or there can be no America's Cup this year. Fay's offer of a postponement until next year so Sail America could build a similar boat was rejected on the grounds that other aspects of the offer were too restrictive.

And so it goes. Lots of finger pointing, lots of heat, lots of noise, but absolutely no light. From all outward indications, Iran and Iraq will fall madly in love with one another long before Sail America and New Zealand settle their differences on the water.

boat operator's test

Flash! One of *Latitude's* sources in Washington, D.C. was leaked the questions to a proposed boat operator's license test by a man who would identify himself only as "Deep Six". All the questions are true/false. With an 80 percent score required to pass, the questions are as follows:

1. Any port in a storm?
2. When in doubt, let it out?
3. Three sheets to the wind?
4. If you can sail on San Francisco Bay you can sail anywhere in the world.
5. If you can sail the Santa Barbara Channel, you can sail anywhere in the world.
6. If you can sail inside the Marina del Rey breakwater on Memorial Day, you can drive any freeway in the world.
7. The port side light is red . . . like the color of port wine.
8. Port wine on a starboard tack, Chardonnay on a port tack.
9. The winter wave that breaks at the entrance to the Santa Barbara Harbor is the favorite wave of the #1 rated surfer in the world.
10. You have to be rich to sail.
11. If you live aboard your boat, you're a leading cause of pollution in the state of California.
12. Nicaragua is setting up yacht charters out of Corinto on a 65-ft ketch donated to them by Canadians.
13. It is as unsafe for a sailboat to exceed its theoretical hull speed as it is for airplanes to exceed the speed of sound.
14. The theoretical hull speed of a boat is 3.14 times the square root of the base price.
15. Eighteen knots of hot, humid wind exerts more pressure on a sail than does 18 knots of cool, dry air.
16. The two certain indications that a male is about to trade his sailboat for a powerboat are: 1. He's lost his sex drive; 2. He's become senile.

cont'd on next sightings page

money back

flatable, take a picture showing the angler, the catch and the inflatable. Send the photograph to Inflatable Boat Association of America, NMMA, 353 Lexington Avenue, New York, NY 10016 — and do it by October 31.

candidates

Over the last several years we've had a number of people write in to complain about the Coast Guard 'safety inspection' boardings — which are nothing more than thinly-disguised searches for drugs.

Some readers complain because the searches inconvenience them or seem to have been conducted under particularly hazardous conditions. The most vociferous protests of all, however, come from the



— cont'd

After the deadline, a random drawing will be held to pick two \$2,500 winners; one for freshwater fishing, the other for saltwater fishing. The odds aren't great that you'll win, but you've got a better chance than with the California lottery or getting hit by lightning.

and smuggling

more liberal members of the political spectrum. They denounce the boardings as dastardly violations of the constitutionally guaranteed right against illegal searches. They've got a pretty good point, but one the United States Supreme Court hasn't come to see yet.

This being a presidential election year, it's
cont'd center of next sightings page

boat operator's test — cont'd

17. No matter where you are in the world, the Coast Guard rescue planes or vessels are no more than two hours away.
18. *Windward Passage* beat *Blackfin* in the 1969 TransPac.
19. If you're directly under the sun at noon in June, you can see Kauai with the naked eye.
20. A reliable way of finding Hawaii is by sailing south until the butter melts and then turning right.
21. Joshua Slocum was a better writer than he was a sailor.
22. Jack London was not as good a sailor as he was a writer.
23. It's a harbor patrolman's job to help people.
24. A few harbor patrolmen who wear combat boots and jumpsuits don't seem to be completely clear on the concept.
25. It's okay if you don't check in with U.S. Customs at San Diego when returning from Mexico as long as you don't get caught.
26. Less than 10 percent of the contraband smuggled into the west coast of the United States by boat is intercepted.

cont'd on next sightings page

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X *Captain Al*

X245793

boat operators test — cont'd

27. Twelve Meters should be banned from the America's Cup.
28. There's no better economic time to buy a sailboat than right now.
29. New Zealand's Bay of Islands are nice, but not *that* nice.
30. The rest of New Zealand is underrated.
31. Oxnard's Pacific Corinthian YC is a knockout!
32. When sailing off the wind, you should increase halyard tension.
33. Women are good crew.
34. The volume of hollering from the helm is inversely proportional to the skill of the helmsman.
35. Women won't lay down in boats they can't stand up in.
36. A boat with spreaders canted downward is a boat that should have its mast covered in the insurance policy.
37. Sailors make better lovers.
38. A doublehanded 27-foot boat covered 1,100-miles in the first four days of the 1984 Pacific Cup from San Francisco to Kauai.
39. The gods don't deduct from a man's time on earth the time he spends sailing.
40. About 50 percent of the boats struck by ships on the west coast survive with their hulls intact.
41. Hypothermia is the leading contributor to boat deaths on the west coast of the United States.
42. A crewmember that has fallen overboard can be very, very difficult to pull back aboard even though you've gotten a grip on him or her.
43. We'd rather be sailing.
44. A boat operator's license is a good idea.
45. Match races between monohulls and catamarans will make a great spectator sport.
46. Most important international sailing events are won in court by the sailors with the best lawyers.
47. Large lawsuits and court battles are good for the sport of sailing.
48. Any original 'Deed of Gift' should be rolled and smoked.

the curse of the flying cloud

When he captured the record from Sandy Hook, New Jersey to San Francisco in 1851, Captain Josiah Perkins Creesy of the clipper *Flying Cloud* could not have known the lengths to which men would go over the next 136 years to better it. But he definitely knew what they were in for when they tried. On his 89-day, 21-hour record run — the 229-ft 'Cloud's maiden voyage, incidentally — he battled repeated ship-busting storms with a mostly green crew, two of whom almost succeeded in scuttling the ship.

The latest to fall short of breaking "Perk" Creesy's legendary run is Guy Bernardin. An accomplished singlehander, Guy, a transplanted Frenchman who now makes his home in Newport, Rhode Island, left Sandy Hook in January aboard the 60-ft *BNP/Bank of the West*. Both skipper and boat had the stamina and potential to do it — as *Biscuits Lu*, Bernardin raced the boat around the world in the 1986-87 BOC Singlehanded race.

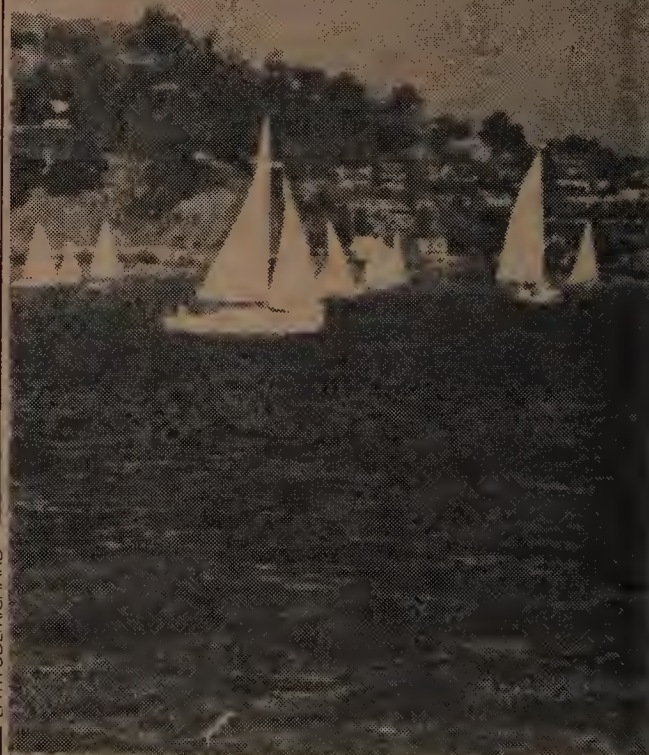
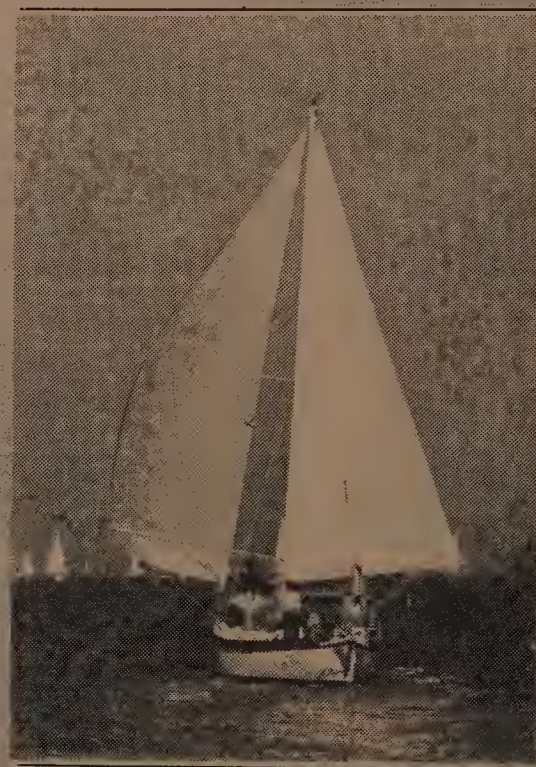
Indeed, things went well for the first half of the trip. At Cape Horn, Guy was 10 days ahead of *Flying Cloud's* record. It was 250 miles north of the infamous Cape that 'Cloud's curse struck again. On March 3, at three in the morning, *BNP* became airborne off the back of a huge wave and freefell into the trough. "The waves were so gigantic I thought I was falling off a precipice," said Bernardin. The fall toppled the rig, which in short order poked one or more holes in *BNP's* hull. Guy abandoned the rapidly sinking boat and took to his Avon liferaft.

His ARGOS transmitter saved his life. The signal was picked up via satellite by the base station in France and a Chilean rescue boat was dispatched immediately. Through a breakdown in communications more than anything else — the Chileans were looking for a dismasted yacht — Bernardin spent 18 hours adrift in the rough, frigid water and 45-knot winds, sustaining a

cont'd on next sightings page

smuggling

fascinating to note what the various candidates have to say about solving the drug problem. All the candidates but one have the same solution: print more posters, wear 'Just Say No' buttons, talk to your kids — the same tired ideas that haven't been particularly effective for years.



LATITUDE/RICHARD

— cont'd

The exception is the most liberal candidate of all, Jesse Jackson. Given his other positions, you'd expect 'Action Jackson' to denounce the boardings and call for a reduction of 'police harrassment'. Surprisingly, he takes the exact opposite approach, advocat-

cont'd center of next sightings page

flying cloud — cont'd

mild case of frostbite to the tips of his fingers. Fortunately, he is on the road to complete recovery.

Believe it or not, if memory serves us right, Bernardin is the fifth sailor to lose a boat trying for this record in the last 10 or so years. California's Mike Kane lost a multihull in 1983, and Briton's Chay Blythe has lost *three* boats in as many attempts.

And Creesy's record still stands.

use your freedom of choice

The nice thing about sailing in America is that you have a choice. If you're sailing downwind, you can be a little bit adventurous and fly a spinnaker — like the folks on the Gulfstar 41 in the spread photograph. Then, too, if you like to take life easy, you can just wing out a jib as the folks on the Westsail in the inset photo are doing.

A lot of Americans died in a lot of wars to make sure you have freedom of choice, so don't take it for granted.



in the path of greatness

One hundred years ago this June 28th, the great Scottish author, Robert Louis Stevenson, set out from San Francisco aboard the 110-ft schooner, *Casco* for Nuka Hiva. Stevenson would spend the last six years of his life



Bay area sailor Stephen Parker.

travelling the South Pacific and living in Samoa, where to this day cruisers make pilgrimages to his tomb.

Berkeley geologist, naturalist and life-long sailor, Stephen Parker hopes to recreate Stevenson's *Casco* voyage with a British team from London. The Meluna Expedition, as it's called, will produce a television documentary of the trip with the purpose of alerting people to the endangered bird species in Polynesia.

"Our goal," says Parker, "is not only to improve peoples' awareness of the natural environment of Polynesia, but also to help protect the endangered birds there by raising money for specific habitat and protection projects." Parker feels that all life on earth is interconnected, and that if we allow any of it to be damaged we are putting our own survival at risk.

At this time, the Meluna Expedition is looking for a suitable vessel to do the voyage. It's assumed such a boat will need to be between 45 and 70-ft in order to accommodate the six to eight person expedition team and film crew. "We offer a special opportunity to the boatowner who can lend his boat to the expedition," says Parker, "including significantly improving the value of the boat, personal and financial incentives, and inexpensive, trouble-free cruising in exotic, out-of-the-way South Pacific islands."

If you're intrigued, call the Meluna Expedition at (415) 524-6085. The expedition is expected to take from June 28 to October 10 of this year. Also welcomed are tax deductible donations and inquiries at 1740 Buena Street, Berkeley, CA 94703.

Robert Louis Stevenson, some of you might not realize, is the author of possibly the finest unheralded sailing novel ever written: *The Wrecker*. We suggest you buy it today.

it's a possibility

An outside possibility of a boat for the Meluna Expedition is the one in the accompanying photograph: *Victoria*.

Shown entering San Francisco Bay in March after a sail up the coast from Santa Barbara, she's a 89-ft replica of the great Herreschoff design,

cont'd on next sightings page

smuggling

ing the construction of high speed chase boats for a quasi-military attempt at smashing the smuggling problem. It's one time where Jackson seems comfortable with just about suspending normal civil rights.

The only thing to match Jackson's position would be if a raging conservative recom-



LATITUDE RICHARD

— cont'd

mended legalizing all drugs as a solution to the problem. That, of course, has already been done by William Buckley.

Be all this as it may, February and March's \$56 million dope bust, starting 750 miles southwest of San Francisco, just goes to show that it's still a live campaign issue.

possibility — cont'd

Ticonderoga.

Victoria was built in New Zealand for Santa Barbara's John Barkhorn back in 1974. She's cold molded with a fiberglass skin. Although we only saw her from a distance, she's said to have been finished off beautifully. Her interior alone is reputed to have cost \$600,000.

Barkhorn turned *Victoria* over to Stanford University late last year in what was called a "bargain sale donation". In other words, Stanford put up a little

cont'd on next sightings page



possibility — cont'd

cash and got a very valuable boat in return.

The Stanford University sailing program has three parts; instruction, competition and recreation. *Victoria* has become a big part of the recreation division and will be used for promo sails, Make A Wish Foundation fund-raising, etc. You can expect to see her sailing on the Bay on Opening Day, Master Mariners, at the Collegiate National Championships in Richmond and other occasions.

Welcome to San Francisco Bay!

But what of the original, the *Ticonderoga* that was built in Quincy, MA back in 1936? Veteran sailors will remember her 1965 TransPac battle with

cont'd on next sightings page

international

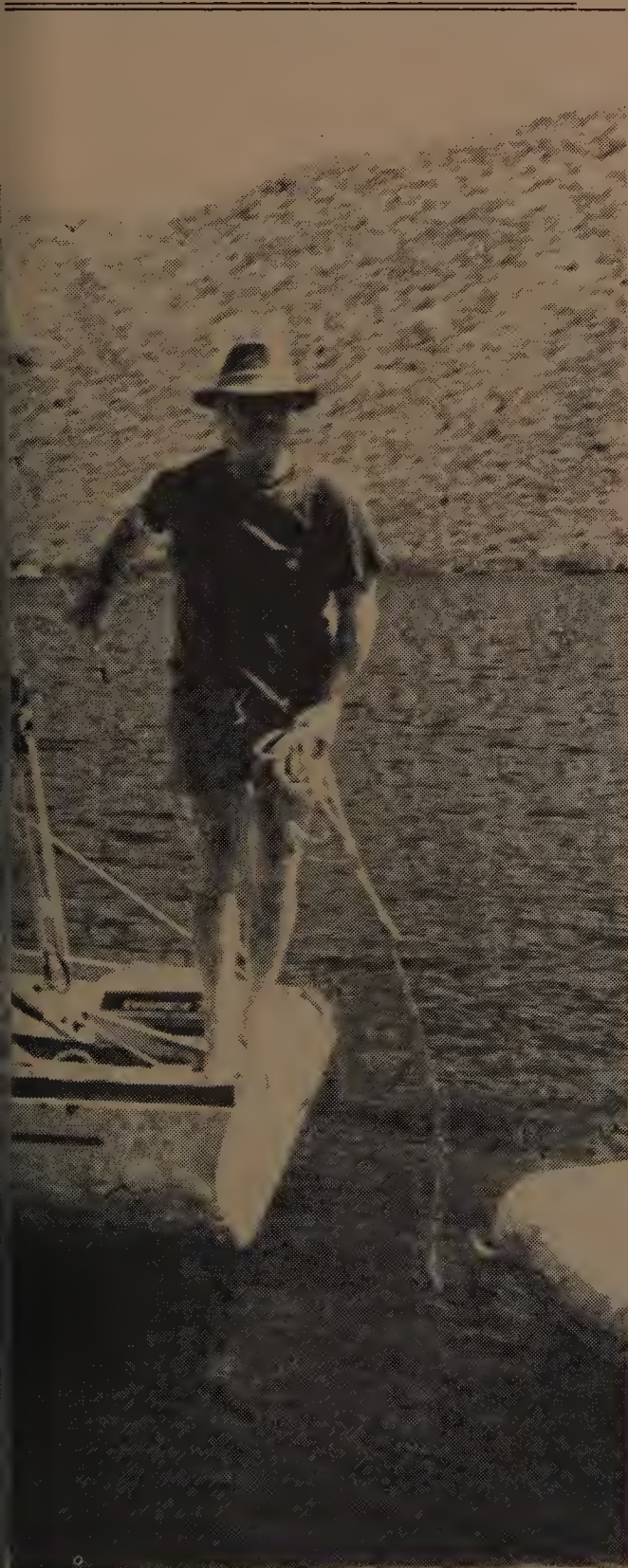
Until lately, conventional yachtsmen (read: most of us) have given multihulls about as much respect as Rodney Dangerfield. But with the possibility — at least this week — of the "America's Cup" being defended by a 45-foot catamaran this fall, interest in multihulls has been picking up. Also adding to the new enthusiasm for multihulls are the upcoming Carlsberg Singlehanded TransAtlantic Race (CSTAR), which attracts many ocean racing multihulls; a growing in-



multihull week

terest in Formula 40 racing in this country; a barrage of attempts on old clipper ship records in multihulls; and other developments. Suddenly it seems everyone wants to know more about these speedy craft.

What are they really like? Are they seaworthy? How fast can they go? These are the kinds of questions that will be answered at the International Multihull Week in
cont'd center of next sightings page



possibility — cont'd

the South Africa ketch *Stormvogel* as the one which led to *Windward Passage*, which led to *Merlin*, which led to all the modern sleds. *Ti*, as she was affectionately known, still holds the record for the defunct Tahiti Race; 17 days and eight hours to cover 3571 nautical miles back in 1964. That's an average of over 8.5 knots for 17 consecutive days!

A year or so ago, *Ticonderoga* was purchased by longtime Newport Beach sailor, Bob Voit. Having put a little time in charter service in the Caribbean, Voit has *Ti* entered in late April's Antigua Sailing Week. The great news is that he's tried to contact many of her crew from the record-setting glory days in the Pacific and Atlantic to come down to Antigua and race on her again.

Among those who have accepted are Bob Dickson of Newport, Grant Hoag of Oxnard/Honduras, Ray Eaton of Florida, Aussie John 'The Bolt' Bolton, Pat McGee of Florida, and Peter Bowker of England/Florida. Among those sending their regrets ("Not being able to go is ruining my whole day") are John Rumsey of Florida (sailing 5.5 Worlds), Red Banks of Newport (already committed to *Ondine*), Paul Cook and Bob Hanretty of Southern California and Bill Twist of San Francisco.

We'll be at Race Week in Antigua to bring you the full story of the revival of what certainly is one of the most successful boats in American yachting history.

the bitter end of amitie

There's nothing like shared experiences to create fast friendships. The more arduous the experience, the quicker such friendships develop.

In the middle of March, Lonnie Spencer of Palo Alto and Gary Eaves of Menlo Park towed Eave's 26-ft Brisbane-based *Excalibur* sloop, *Amitie*, down through the rugged and seemingly endless Baja deserts to Loreto, Baja California Sur. We arrived a day later in their wake after making the same journey with a Cal 25, *Lobo Blanco*.

Having already launched and rigged their boat by the time we arrived, Lonnie and Gary showed us the ropes and gave us assistance without which we couldn't have launched our boat.

Because of a tight schedule, we had to return to California the day after launching our boat. Lonnie and Gary, however, had almost a month of sailing planned in these terrific cruising waters. If all went well, we would meet up again on April 3 at the start of Sea of Cortez Race Week.

We're heartbroken to say that things did *not* go well for our new friends. Out only a day or two, *Amitie* was lost on the rocks.

According to a telephone conversation with Lonnie, the two had sailed about 12 miles south to the Little Candeleros anchorage, which had been recommended by friends. After eating a fine shrimp dinner on the beach, the two returned to the boat. The evening started out with about ten knots of wind that eventually doubled in force.

Pretty much protected from the wind in the anchorage, some surge nonetheless wrapped around the corner. It wasn't heavy surge, but Lonnie and Gary kept an anchor watch for five hours. Consideration was given to putting out the bigger anchor and rode or setting a second anchor. Having held for five hours, they figured the boat was secure and turned in.

The next thing they knew they were on the rocks.

Despite their best efforts to get clear by kedging off and other methods, they were unsuccessful. The mast folded over, an increasingly large hole was gouged into the hull and eventually even the keel came off.

Once the boat was lost, they were able to see that one fluke on the Danforth-style anchor had bent back and allowed the anchor to drag. It was attached to 20 feet of chain and about 150 feet of line. Before dragging, they were in about 25 feet of water.

Although only a few miles from busy Puerto Escondido, it took another 36 hours before they were able to get the attention of a Mexican trawler using flares and mirrors. For \$440, the Mexican captain agreed to lift the boat

cont'd on next sightings page

the bitter end — cont'd

aboard and transport it to Puerto Escondido. Perhaps he needn't have bothered; the boat is a total wreck. Lonnie and Gary's only consolation is that they were able to salvage all the gear on the boat.

Tragically, the boat wasn't insured. Gary had spoken to his California insurance agent who told him that boat insurance wasn't available for Mexico. That's simply not true.

There's a simple lesson to all this, one we had to learn from experience: there's no such thing as being anchored too securely. If you're going out cruising, you're constantly going to be relying solely on your anchor and ground tackle to protect you and your boat. It's one of the few places where the term wretched excess doesn't apply.

better friends than ever

"Unfortunate" is the word Richmond Mayor George Livingston used to describe his suggestion that the Richmond YC practiced racial discrimination.

"I'm just glad this is behind us," a relieved Commodore Harris Lavine said of the whole episode.

It all started during a February 8 City Council meeting where Richmond YC officials requested a variance of a fence regulation. Mayor Livingston took the opportunity to inquire how many minority members the club had. "If you don't have any, you'd better get some in two weeks," he told representatives of the Richmond YC.

Livingston later explained that he'd been informed there was anti-black sentiment in the club and felt it was his duty as Mayor to raise the issue. Having checked further, he's now convinced that he'd been given incorrect information.

As for the Richmond YC officials, they opted not to tempt fate. They abandoned the idea of returning to the city council for a fence variance, deciding it would be much less stressful to build a standard one.

Out of the mud grows a lotus blossom. Similarly, out of civic misunderstandings grow better friendships. On March 1, Mayor Livingston and Commodore Lavine had what the latter described as a "long and amiable luncheon" during which differences evaporated. By the end, the once somewhat hostile Mayor Livingston promised he "would help the Richmond YC in any way he could".

"voyage to nowhere"

Kinda of sounds like a long weekend on the boat with a case of rum. Nothing could be further from the truth as it's the title of United States Customs ruling.

If you're familiar with any of our maritime regulations, you've probably heard of the Jones Act. One of the purposes of that Act was to protect American shipping by prohibiting the carrying of cargo or passengers between United States ports on foreign built vessels.

For example, if you're shipping a container of stuff from Los Angeles to San Francisco, the provisions of the Jones Act require that it go on an American-built ship.

Although the Jones Act wasn't specifically written to apply to recreational boats, it's had and continues to have an effect. For example, if you want a boat that can carry six passengers for hire and a captain, you have to buy one that was built in the United States. To do the same thing with a Taiwan-built boat would be a violation of the Jones Act.

Or would it?

It's been brought to our attention that a couple of years back, Kathryn C. Peterson, Chief of the Carrier Rulings Board at U.S. Customs in Washington, D.C., ruled that there could be exceptions to what's normally considered the "coastwise trade" and therefore the Jones Act.

Apparently — and we're still awaiting a copy of the specific decision that applies — if you were to book a charter on a foreign-built boat from Marina

cont'd on next sightings page

multihull week

Newport, Rhode Island, the week of June 25-July 3. The week begins with CAT/'88, a daysailing catamaran regatta for boats 14-21 feet (Hobies, Nacras, Prindles, Darts, Sharks, Tornados, etc.). It ends with the Newport Unlimited Regatta for any type of craft between 23-60 feet. Formula 40's, Formula 500's, and some of the CSTAR fleet — which will have left England on June 5th and presumably will be in Newport by then — are among the boats expected to compete.

In between the two regattas, an impressive list of multihull guru's will hold court at the third World Multihull Symposium, co-hosted by the USYRU Multihull Council and *Multihulls* magazine. This three-day meeting of the minds promises to be the highlight of the week, if not the year, for multihull fans.



MITCH PERKINS

— cont'd

Speakers will include designers such as Rudy Choy, Dick Newick, and Lock Crowther; builders like Meade Gougeon and Phil Herting; brokers like Patrick Boyd of England, and a whole lot of other luminaries. California will be represented by sailmaker Randy Smyth, the well-known Huntington Beach Tornado and Formula 40 sailor, and San Diegan Ian Farrier, a designer of trailerable trimarans.

Panel discussions, presentations and papers will be held from 9 a.m. to 7 p.m. for each of the three days. The registration fee for the symposium is \$195 for the first person in your group, and less for each person thereafter. If you want to get up to speed on multihulls, this is the place. For more information, see the next sightings page.

voyage to nowhere — cont'd

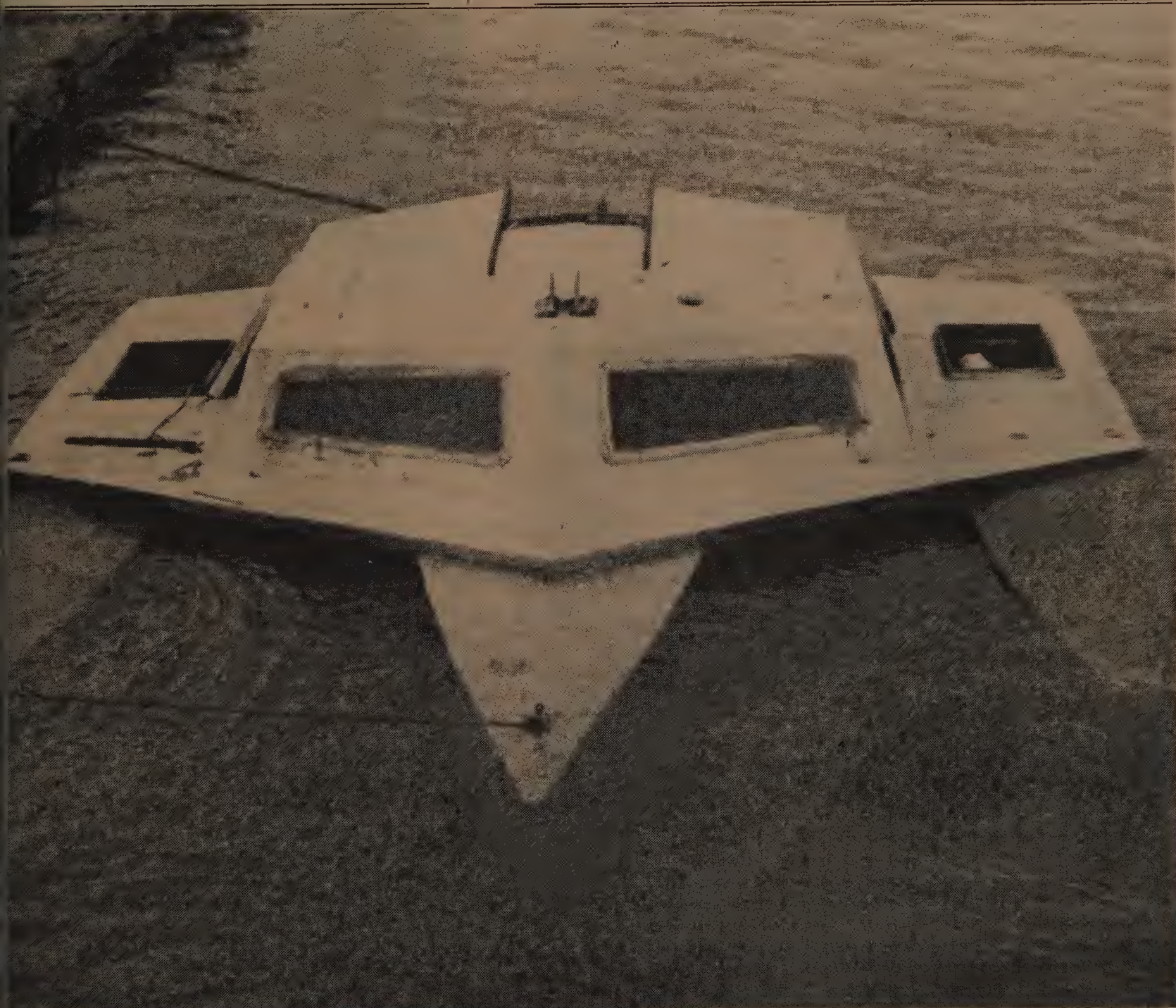
del Rey to outside the three-mile limit and back to the spot of origination — with having fished or made intermediate stops — it would be what Peterson ruled “a voyage to nowhere”. The significance of a ‘voyage to nowhere’ is that it isn’t ‘coastwise trade’ and therefore the Jones Act doesn’t apply.

We’ll warn you once again that we’re still getting details on this — and there are a bunch of them — but the Coast Guard officer we spoke to said it’s all on the up and up. The whole thing turns on something that’s called Customs Service Decision 79-415. We’ll get back to you as soon as we receive our copy.

cstar-struck

The first, best attended and (with the possible exception of the BOC) most prestigious event any singlehander can enter is the Singlehanded Trans Atlantic Race. Formerly OSTAR, for the Observer newspaper that sponsored it since its inception in 1960, the every-four-years race will this year be called CSTAR (“sea star”) for its new sponsor, Carlsberg Beer.

cont'd on next sightings page



cstar — cont'd

Some of the most famous names in sailing have participated in the 2,900-mile *upwind* race from Plymouth, England, to Newport, Rhode Island — Eric Tabarly, Marc Pajot (skipper of *French Kiss* at the last America's Cup, and France's highest paid sportsman), Sir Francis Chichester and Phillipe Jeantot (winner of both BOC Singlehanded Round the World Races) are a few. Until size limitations were instituted in 1980, the race also attracted some most unusual boats. The most unique of these was undoubtedly Alain Colas' *Club Mediterranee*, a 236-ft four-masted schooner that was protested out of second place in 1976.

The most famous American in the colorful history of the race is Phil Weld, who not only won in 1980, he walloped the previous record by 2½ days on the trimaran *Moxie*. At 65, he was also one of the oldest competitors to do the race.

The undeniable appeal of the then OSTAR bit Mike Reppy hard when he was a spectator at the 1984 start. This time around, he's going as a competitor, one of three from the west coast. (The others are Chuck Kite of Santa Monica and Mark Rudiger. See related story following this one.)

Reppy, who makes his current home in Sausalito, grew up sailing mutihulls in Oxnard. "My first boat was an 18-ft Malibu outrigger," he says. He's gone through several boats, both mono and multihulls, since. His current boat, a 42-ft Shuttleworth trimaran named *Damiana*, is the boat he'll race from England to Rhode Island.

It took Mike 2½ years to build the boat near Exeter, England. Construction is Airex foam sandwich, with abundant carbon fiber and kevlar reinforcing. For safety, both the crossbeams and amas are watertight, and an escape hatch — with EPIRB right beside it — is fixed on a lower bulkhead in the head. The boat is built so that it's livable inside when upside down.

Rightside up, *Damiana* is big and comfortable inside. "This is not a stripped out racer," says Mike. "It was built as a cruising boat." However, he adds that all Shuttleworth boats are very rigid, and good upwind performers — and that his designs have always done well in races like this. Phillipe Poupon's *Flcury Michon VI* took second in the last (1984) race, and Chay Blythe's

multihull week

mation and/or pre-registration, contact Charles Chiodi, *Multihulls*, 421 Hancock



In addition to Sausalito Yacht Harbor, Pelican, Clipper, Kappa's, and Marina Plaza, there's a new kid on the Sausalito marina scene. Named after the point of land it sits on, Schoonmaker Point Marina — actually it's more of a full-service nautical recreation area — is finally 100% open for business. Everyone's invited to celebrate that occasion at their grand opening party on the weekend of April 30-May 1. Among other attractions, there'll be a dixieland jazz band, tours of the canard-ruddered 12 Meter USA, windsurfing and kayaking demonstrations, and a Maxwell Smart-looking amphibian car.

Of course, the party is primarily an excuse for the new facility to strut its stuff a bit. And why not? — as marinas go, this one rates four stars. Located just past Easom's Boatyard (behind the Bay Model), Schoonmaker Point is easily recognizable by the dozen or so palm trees that ring its docks and sandy beach. In addition to 158 slips, there's a three-ton hoist for dry storage of trailerable boats. It's the only hoist in Sausalito (see above photograph) and the pen is filling up fast. Sausalito YC, which is apparently contemplating moving their clubhouse to Schoonmaker Point someday, has a significant toehold in the new marina: they've leased half the dry storage pen as well as a block



CSTAR bound: Sausalito's Mike Reppy.

Brittany Ferries currently holds the two-handed Trans Atlantic record — both are Shuttleworth tri's.

Mike notes those achievements only in passing, though. He's out for the accomplishment more than the win. "To really go for the record, you need something in the 60-ft range," he says. "If I could just do it in under 20 days, I'd be happy." The current record for the 2,900-mile race is 16 days, 6

cont'd on next sightings page

— cont'd

St., North Quincy, Mass., 02171, or phone him at (617) 328-8181.

on the (sausalito) waterfront



of 22 boat slips.

And like Alice's Restaurant, you can get just about anything you want at Schoonmaker Point: windsurfing, kayaking, rowing, sailing lessons, and equipment and parts for your boat. In addition to showers and lockers and all the things you'd expect in a marina, there's a deli opening up on the premises soon. There's even office space available on the second floor of the building.

Five local businessmen put the project together five years ago; the first nail was pounded almost two years ago. "A lot of people thought this place would never happen," said harbormaster John Wharton, a transplanted Englishman. "Well, it has — and it's going to be the best marina in Sausalito." Wharton, a commissioned Lt. Commander in the Royal Navy who used to command mine sweepers before owning a boatbuilding company, is the person to talk with if you're interested in learning more about the new marina.

While we're on the subject, Sam Zacksian's dream of developing yet another marina in Sausalito appears jeopardized. Zacksian, a longtime Sausalito businessman and owner of the popular Zack's Restaurant, owns five acres of prime

cont'd center of next sightings page

cstar — cont'd

hours, 25 minutes. (This is a "corrected record." In 1984, Yvon Fauconnier on *Umupro Jardin* stood by a capsized competitor for 16 hours until help arrived. He then completed the course, at which time the race committee deducted the hours from his time, giving him both the win and the record.)

At this writing, Mike, a physical therapist by profession, is on his way south. He'll take the boat as far as Cabo, and a delivery crew will sail it from there to Florida (assuming General Noriega doesn't shut down the Panama Canal). Mike and a couple of friends will then make a beeline for Plymouth. They plan to arrive only a couple of weeks before the June 5 start. Mike's support crew for this home-grown — and home-funded — effort is Bill Elwell, Scott Shaffer, Tony Sciola and delivery skipper Bob Dickson.

and more on the cstar . . .

While we're on the subject, we're happy to report that another Bay sailor received last minute support and will also be doing CSTAR on a trimaran.

We first reported on the efforts of the team of Mark Rudiger and Peter Hogg to drum up sponsored support for the CSTAR about three months ago. In the interim, the full support they'd hoped for never materialized. Some commitments were made, but nowhere near the \$400,000 needed to campaign the boat at both CSTAR and the Two-Handed Round Australia Race in August. In fact, in early March, Rudiger had all but decided to pack it in and race another boat in the Singlehanded TransPac.

"I basically made the decision to do CSTAR about 20 minutes ago," he said when we called early last month. Primary backing will come from the boat's owner, Alan Butler, and its designer, Dick Newick. Both Butler and Newick have raised support money on their own, and both are also donating from their own pockets (as are Rudiger and Hogg) to see at least the CSTAR part of the campaign through. (Local support will also come from Edinger Marine, a company founded by Rudiger and partner Bill Edinger.) A pleasant surprise we learned on the day of this writing was that Phil Weld's widow, Anne, will help bear the cost of installing an Argos satellite tracking system for the boat. As mentioned above, Weld won OSTAR in 1980 on *Moxie*, a Newick-designed trimaran.

Unless some last minute big backing comes through, Rudiger will race the 40-ft tri under its present name, *Ocean Surfer*. And he's not going to be able to dally around much. At this writing, he will have flown to Nassau (the boat has been lying in Florida) and done his 500-mile solo qualifier. From there, he'll participate in the semi-official "Legend Cup," a singlehanded feeder race for North American participants in CSTAR. This race has three legs, but any boat does only two. The first leg starts on April 10 from Miami (which Mark will be in), and on April 14 from New York. Both end in Bermuda. The second and final leg starts in Bermuda April 23 and ends up in Plymouth. Mark's support crew for CSTAR is Dick Newick, Peter Hogg, Alan Butler, Hans Bernwall and Mark's wife, Kay.

We'll keep you informed of the progress of these two hometown competitors. Until then, best of luck to both Mike Reppy and Mark Rudiger.

things looking up for the new downwind race

Entries in the West Marine Pacific Cup from San Francisco to Kaneohe, Oahu are running ahead of two years ago when it was just the plain Pacific Cup. Now billed as "The Fun Race To Hawaii", sponsored by West Marine Products, and with a new Oahu destination, the response has been encouraging.

The whole idea of the even-year West Marine Pacific Cup is to provide a more laid-back alternative to the odd-year classic Los Angeles to Honolulu TransPac which has become so hi-tech and competitive that the families and the fun seem to have disappeared. In addition to the normal racing prizes, the West Marine Pacific Cup will offer awards in such categories as boats with

cont'd on next sightings page

SIGHTINGS

looking up — cont'd

the most women, crew with the best suntan, best cook, boat with highest average age of crew, best crew party at sea, etc.

The West Marine Pacific Cup also encourages more variety than the IOR-only traditional TransPac. Boats can race in IOR, PHRF, IMS and Doublehanded divisions. The course is approximately 2,100 miles, most of which should be running under a spinnaker in the trades — the best sailing in the world. Entries as of late March are as follows:

Doublehanded:

Sparky — Mull 30 — Bill McCullen

IOR:

Maverick — N/M 68 — Les Crouch

Swiftsure III — N/M 68 — George Folgner

Prima — N/M 68 — George Barrett

Sorcerer — C&C 30 — Greg Cody

PHRF:

Ghost — Morgan 38 — Lewis Ichler

Ho'onanea — Nordic 40 — David Brown

Nani Akua — Mason 44 — Lenny Barad

Puffin — Freedom 36 — Stewart Wilson

Sassy — Ranger 30 — Paul Hipple

Tin Man — Barnett 46-6 — Ned Flohr

Ursa Major — Luffe 44 — John Keever

Wyvern — Liberty 57 — Dr. Leroy Lamoreaux

Saraband — Westsail 32 — David King

Wild Goose — Nordic 40 — Jim Corenman

Promotion — Santa Cruz 40 — Randy Repass

Alfa — Stevens 47 — N/A

Kialoa II — S&S 73 — Frank Robben

Many others have expressed interest and it's expected many more boats than the 23 that raced in 1986 will start. Entries will be welcomed right up until it's too late to complete all the necessary inspections, so you've still plenty of time to toss your boat in the ring. The fee is \$750. For further information, call (415) 331-2236 or pick up an entry form at any of the West Marine Products stores.

Incidentally, in our last issue we erred when we listed the record for the old Pacific Cup course. It was set in 1986 by Robert Cranmer-Brown on *Merlin*, with a time of 8 days, 14 hours and 53 minutes.

What about the other California crewed TransPac, the one from Long Beach to Kauai? We haven't been able to get confirmation, but it's our understanding that entries have been very slow and the race may not be held. With any luck they'll throw in with the West Marine Pacific Cup; two California TransPac's in one year is one too many.

baja haha race week begins april 3

"If elected," says bellydancer Shehnay Richardson of Orange County, "I promise to shake up the crowd and leave no long fezzes among the Partida partys. Furthermore, I'll leave no secrets of the East unveiled."

Shehnay, who is far too wise to run for the presidency of the United States, has tossed her belly-button into the ring for the honor of Queen of the 5th Annual Sea of Cortez Race Week, which runs April 3-10 starting in La Paz, Baja California Sur. The Queen — and King — will be crowned during opening ceremonies April 3 to be attended by officials of the Mexican government and military bands.

Shehnay, who is also known as Jacqueline, is a guest aboard *Jubilee*, a 63-ft Newport Beach-based S&S aluminum motorsailor that is skippered by her fiance, Randy Young.

Judging from the number of cruising boats already in La Paz, it's likely that Baja Haha Race Week 1988 will be the biggest ever. New arrivals say there are nearly 300 boats in the La Paz area, certainly a record. And the enthusiasm is running high.

cont'd on next sightings page

waterfront

undeveloped land in Sausalito — land in fact that the community uses *gratis* for the annual Art Festival. Working with Tom Blackaller, among others, he'd planned to turn it into a marina in the near future, but that may come to ruin on April 12. That's the date that Sausalito voters decide on the controversial "Measure E", a \$3 million dollar bond issue which would be used to purchase Zacksian's land out from under him.

If two thirds of the voters get behind Measure E, Sausalito residents will be taxed about \$100 more a year for the next twenty years to pay for the bond. Ironically, if the city does get its hands on the land, either by purchasing it or invoking the power of eminent domain, it would be put to "recreational use" — which could well include a boat

the more things stay

On March 20 the Mariners of Richardson Bay won a 30-day temporary injunction prohibiting the enforcement of local ordinances, which among other things, bans boats from anchoring in Richardson Bay for more than 30 days.

Marin Superior Court Judge E. Warren

whatever happened to

These days it seems like nobody can step on a sailboat without embarking on some incredibly difficult life-threatening voyage to slay some personal dragon. Stuff like crossing the Atlantic or Pacific has become absolutely pedestrian; now you've got to be



LATITUDE/SARAH

— cont'd

marina anyway. Understandably, Zackessian is fuming — to the point of taking out ads against Measure E in local papers.

Suffice it to say that rumors and allegations are flying in every direction. It's a classic confrontation: environmentalists and city fathers who feel that Sausalito is already overrun with tourists and marinas — and a businessman who may have waited too long to act on his dream of developing a marina on the property. We'll let you know what happened in the April 12th balloting in next month's *Latitude*.

In the meantime, be sure to check out the grand opening festivities at Schoonmaker Point Marina. It could be the last party of its kind ever held in Sausalito.

the same . . .

McGuire issued the injunction when the Mariners argued that the ordinance shouldn't have been passed without an environmental impact report insuring that the Richardson Bay residents be protected "along with other mammals". What judge could have refused such an argument?

recreational sailing?

blind, paralyzed or do it on a sailboard for it to be news. Sailing around the world? Women and children have done that, some of them non-stop.

It seems about all that's left is repetitions of the same stuff. Since everyone did circumnavigations, somebody had to do a non-stop double circumnavigation. Which leaves us at Jon Sanders of Australia, who apparently with little other choice, just completed the first triple non-stop circumnavigation of the world on his 45-ft yacht, *Parry Endeavor*.

It was a magnificent feat — if you're into that kind of thing — for the 48-year-old Aussie. It took 22 months of battling "cold weather, ice bergs and mountainous seas". Even more challenging was the fact that toward the end Sanders had to live on Vegemite yeast paste (the 'black death' in the accompanying photo), dry biscuits, instant pudding and dried fruit. No wonder the first thing he wanted when he got ashore was a "decent feed". Unfortunately, he landed at Fremantle, Western Australia, which meant the closest decent food was either Port Moresby, Papua New Guinea or Singapore.

A triple circumnavigation; what else can you expect from a Vegemite-eater?

baja haha — cont'd

Strangely enough, enthusiasm for the event is also running high among folks who either won't be able to attend or companies that don't have a direct connection with sailing. We already mentioned that the Westsail Owners



Shehnay Richardson making good on her promise.

Association in Maryland donated \$50. More recently we received a check for \$200 from Chuck and Alicia on *Reefer* on behalf of Mustangs Only Worldwide, a company that makes new and used parts for '65 to '70 Mustangs. A big thanks to both of you, as well as commercial contributor Downwind Marine of San Diego, which also contributed money to make this year's Race Week possible.

As has been the case for the last several years, Baja Haha is free to everyone wearing a smile. Entry/participation fee for the grim and glum is \$2,000. As always, there will be three fun races with as many classes as entries feel is necessary so everyone can have a good shot at the prizes and fun. Before and after the races, there is fun and an unrivaled variety of competitions available on the beach and the waters of one of the spiritual centers of the world, Caleta Partida. Talent nights? You bet; every evening the weather is good and the participants are willing.

cont'd on next sightings page

SIGHTINGS

baja haha race week — cont'd

So if it's at all possible, do like Shehnay and bring your laughter and ready-to-have-good-times-with-good-people attitude to the Sea of Cortez.

P.S. In addition to showing up for the good times ourselves, we'll be bringing along the last 75 'Some Like It Hot' t-shirts from the 'Some Like It Hot California To Mexico Cruiser's Rally'. Furthermore, it's at Baja Haha that we'll be awarding the three handheld VHF radios, so generously donated by the folks at West Marine Products, to the winners of the 'Some Like It Hot Rally'.

no wonder they have

It was no war in Central America, but the Coast Guard had a definite crisis situation on its hands March 26. The majestic training bark *Eagle* was headed for the Golden Gate (and the news cameras) in a very unmajestic two knots of wind. The solution — no problem, just send a helicopter out to blow wind into its sails

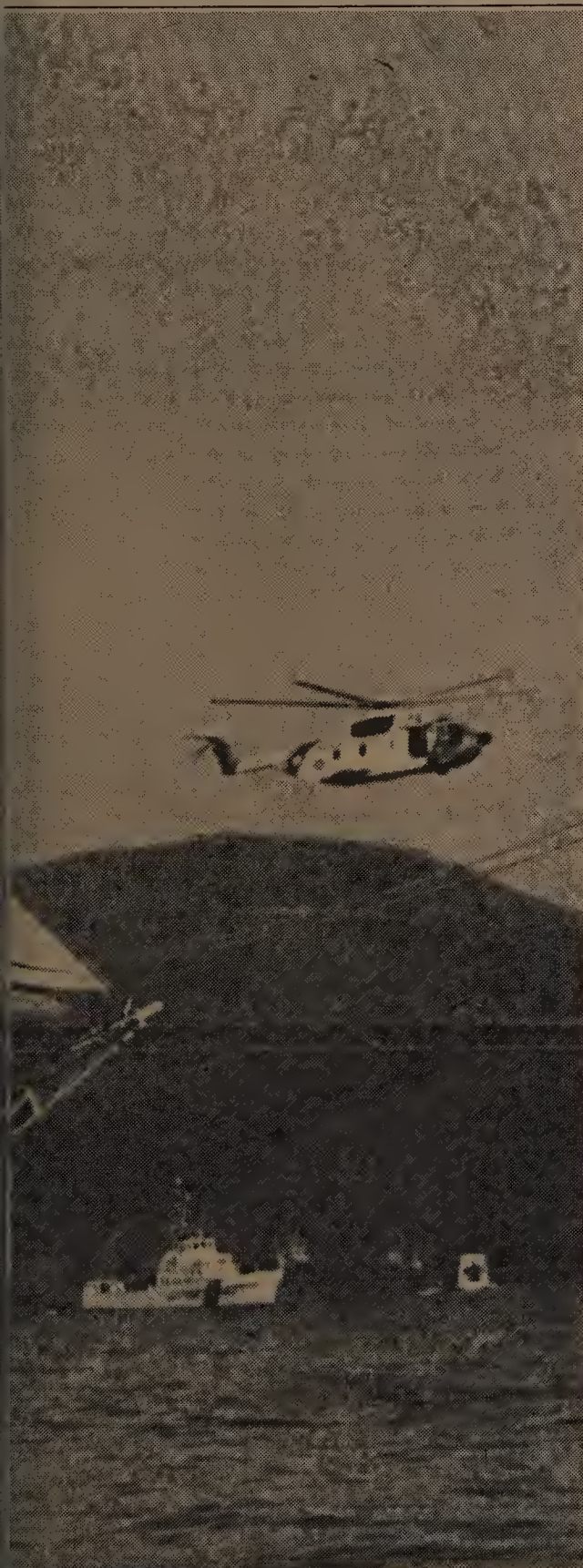
No, not really. *Eagle's* iron wind did the



LATITUDE SARAH

a budget problem

honors as the ship proceeded to Pier 45 for a two-day open house. The calm weather was quite a contrast to the 70-knot winds off Oregon that put her a day behind schedule. *Eagle* departed on Monday the 28th for Southern California on the next leg of its voyage back home to New London, Connecticut.



where has all the water gone? long time passin'

Does 426 feet above sea level mean anything to you? To the Folsom Lake YC it meant the difference between having the Folsom Camillia Cup Regatta or cancelling it.



COURTESY FOLSOM LAKE YACHT CLUB

High and dry docks at Folsom Lake.

Folsom Lake, you see, is a reservoir in the Bureau of Reclamation's flood control system. This Federal agency decides how much of the annual Sierra runoff will be held and how much will be sent to various places downstream.

Since there is one and only one marina on Folsom Lake, and since that marina needs the lake surface to be at 426 feet for full operation, 426 has become sort of a Holy Grail — and lately it is nearly as elusive.

Way back in February of 1986 the skies opened up with a vengeance over much of California. Through a sequence of events attributable to both bad luck and bad decisions, Folsom Lake nearly flowed over the top of the dam and levees were tested as seldom before. In true bureaucratic fashion, the folks at Reclamation responded to their bad luck and bad decisions of February by dropping just enough water from the lake in October to necessitate closing the marina. They were preparing for a repeat of the heavy precipitation. It didn't precipitate. Not until much later in the year. Fortunately, there was just enough water in the lake by early 1987 that the Camellia Regatta was sailed on schedule the late weekend in March.

Snow skiers will recall that the snow pack of '86/87 was the pits. The natural consequence was that the end of July saw another migration of boats from the marina to the parking lot. This year has been another light one for rain and snow. As this is written, the lake must rise 10 feet just to start getting the docks wet. Another six feet on top of that and the marina will be operational. Studying the numbers and reports from Reclamation and the National Weather Service is not comforting to the FLYC Board of Directors. If Johnny Cash were to ask the musical question, "How high's the water, Momma?" the reply would be a resounding, "Not high enough!"

But to sail on Folsom Lake you have to be patient and you have to be an optimist (or at least have faith). We are betting that the water will be back in time for great sailing this summer. Unfortunately, the 23rd Camellia Cup, which would have been run on April 30 and May 1, has been postponed until next year.

— michael doyle

DOUBLE FUNERAL IN FLORIDA:

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Over the course of 20 years of offshore sailboat racing, I have competed in just about every IOR racing event in Southern California. This includes the Overton Series (which unfortunately died and ignominious death in 1987 when no IOR boats showed up for the first race), a number of Whitney Series (which is now moribund and near death), and many Mexican races (which fortunately are still very alive, especially in sleds over 50 feet).

During these two decades of racing, I always envied my 'professional' friends who annually made the trip to Florida to race in that most grand prix of offshore events, the Southern Ocean Racing Conference (SORC). The press of business, raising a



SORC PAST CHAMPIONS:

1971 — RUNNING TIDE

1972 — CONDOR

1973 — MAINEQBITA

1974 — ROBIN TOO II

1975 — STINGER

1976 — RATTLER

SAUDADE

1977 — IMP

RUNNING TIDE

SORC AND THE IMS

family, and not having the right situation, however, always prevented me from participating in what for 25 years was the pinnacle of offshore racing.

This year was different. After sailing with Richard Matthews, Managing Director of Oyster Marine Ltd. of Great Britain, on the new Lightwave 395, *Oystercatcher XII* at Cowes Week in 1987, I was invited to crew on the boat in the IMS division of the 1988 Audi-sponsored SORC. Although I'd heard that entries for 'The Circuit' were likely to be off this year, I was still stoked to finally have the opportunity to sail in the SORC on a

good boat with a good crew.

The decision to 'go for it' was easy. Beckoning me was the balmy air, the exciting racing, the post race parties with all my colleagues in shorts, macho t-shirts and top-siders surrounded by the usual bevy of lovely blonde-haired hangers-on in tank tops. Of course, everyone would be drinking beer, guzzling Mt. Gay, dancing to rock music and getting hoarse trying to 'talk' over the din of the St. Pete, Lauderdale, Biscayne Bay, Coral Reef, Miami and Nassau yacht club bars.

When I arrived in Tampa on February 23, it was indeed balmy and beautiful. One of the crew met me at the airport and we proceeded to the St. Pete YC for a beer. Out on the lawn were two gleaming Audi's (the new sponsor of the SORC); their signs were everywhere. But where were the people? The only ones seated at the bar were three elderly couples; the men in white pants and blazers, the women outfitted in evening dresses. The music? It was right out of Lawrence Welk!

Something was wrong. Where were the sailors? The blondes who hang around? The tank tops? The rock music? I went to the head to splash some cold water on my face to try and wake up from this bad dream.

On the way down the hall to the head, I spotted the entry list. I couldn't believe what I saw. There were just five IOR boats entered, about 1/20th of a good Circuit year. In addi-

1978 — WILLIWAW
IMMIGRANT

1979 — WILLIWAW

1980 — ACADIA

1981 — INTUITION

1982 — RETALIATION

1983 — SCARLETT O'HARA

1984 — DIVA

1985 — SMILES

1986 — ABRACADABRA

1987 — IOR SPRINT

IMS: REGARDLESS

DOUBLE FUNERAL IN FLORIDA:



Oystercatcher, in foreground: the author's graveside seat for the double funeral.

tion there were 10 IMS entries and 25 PHRF boats.

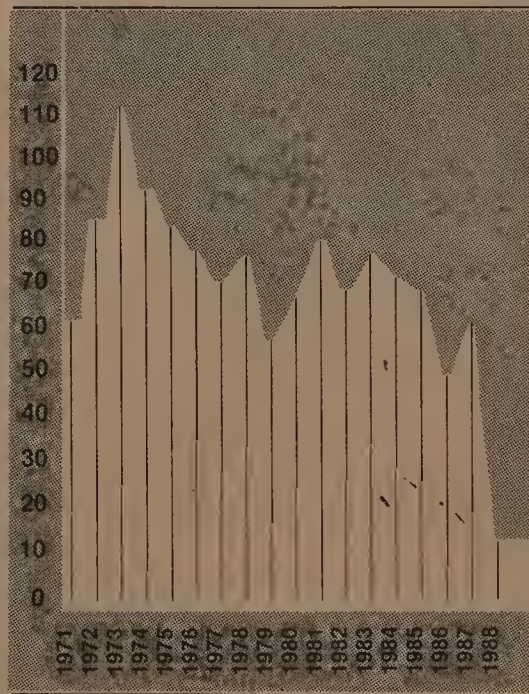
Reality set in. I was at a funeral, not a grand prix sailing event. I threw some cold water on my face just to be sure it wasn't a bad dream. Nothing would change.

All sailors know you've got to sail with what wind you've got, so there was nothing for me to do but put the best face on the situation possible. The IMS fleet looked exciting, and the series would give me some idea whether the IMS rule could bring rule-oriented racing back to life.

True, the IMS fleet was small, but it looked good. It featured *Chaos*, a Holland 40 sailed by stars Rick Grajarina and O.H. Rodgers that had won the IMS title under another name in 1987; *Lunatic*, a Frers 45 that had finished 2nd in IMS in '87 and featured a good crew from Michigan; *Brigadoon*, a new Frers 41 which was the only boat in the fleet admittedly designed to the IMS rule; *Thunder*, a 39-ft Finot design with the Beneteau 'team' aboard; *Hot Tub*, a Farr 36 featuring a new keel and rudder; *My Fair Lady*, a J/35; and *Pirate Twin*, a hopped-up Express 37; and a few others.

Oystercatcher, the Oyster 395 I would be sailing aboard, was born out of the company's successful association with Alameda's Carl Schumacher, who had done their Lightwave 48. (Schumacher is probably

ALL PHOTOS BY J.H. PETERSON



Decline of the SORC, as measured by entries in the St. Pete to Ft. Lauderdale Race. From a high of 112 in 1973, it sank to 11 this year.

best known on the West Coast for designing the Express 27 and 37). Seeing the worldwide drop-off in IOR competition,

Oyster Marine's Matthews commissioned Schumacher to create the 395 as a strict one-design. This meant the boat would be a low cost way to go fast in tight competition situations — and be free of an IOR boat's expense and 'go slow' restrictions.

Oyster has already sold 33 of these offshore racing boats to English and Irish owners. A number of buyers are former Admiral's Cup owners who, like their American counterparts — and me — have become fed up with the inherent cost and insanity of trying to remain competitive under an IOR rule which not only encourages, but requires design advances that demand an incredible capital investment in construction technology. Yet it produces yachts that are obsolete virtually the day they are launched.

Be that as it may, I still anxiously awaited the competition of the first race.

There was a slight hitch, however. The night before the first race, two of our crewmembers were up until midnight with the IMS measurer working out a problem with our rig measurement. The English certificate — only two boats have been measured under IMS in Great Britain —



SORC AND THE IMS

showed the rig to be 18-inches too tall. After several fax'es to the USYRU and designer Schumacher, the new measurement came in the morning of the race. Our rig measurement was now correct, but to everyone's surprise our rating had deteriorated by three seconds per mile. What's this? Is a measurement under the IMS subject to the same complexities as the IOR?

The Audi SORC started with the 'Audi Gulf Triangle', a 30-mile race inside the Skyway Bridge, then going out into the Gulf. We hit the water at 0630 for the 1000 start, giving us plenty of time to check sails and get everything set.

The race committee appeared — aboard a 100-ft yacht — at 0900 for the 1000 start. We sailed around waiting for the other boats to arrive, but where were they? Yes, we could count eight IMS boats, but what about the five IOR and 25 PHRF boats? Despite the press helicopters circling overhead and

Early leader 'Brigadoon V', rumored to be the first IMS rule-beater, leaves downed NASA space capsule to starboard.



spectator boats milling about, it became apparent that most boats in the already tiny fleet weren't even going to show up!

The once-great SORC IOR fleet consisted of two boats; the French Frers 50, *La Poste*, that is tuning up for the Whitbread Around

Overall SORC winner was Ray Demere's tricked-out J/35 'My Fair Lady'.

The World Race, and *Jubilation*, a tired Cook-designed Schock 41. Hard to believe, things even got worse. When the IOR starting gun went off, neither boat was near the line. Then there was another gun; a general recall. A general recall with a two boat fleet?! Apparently the two boats had tried to start on the wrong side of the committee boat.

How this event had fallen from the days of the *Williwaw's*, the *Imp's*, the *High Roler's*, etc! After going through the sequence a second time, the two boats got off without further incident.

Now it was our turn with the IMS fleet. Astonishingly, with two minutes before our start the race committee lowered the blue flag and sounded a start signal one minute early! Confusion ensued. Some boats started, some milled around — finally two blasts were sounded and a postponement signal hoisted. By now it was clear that the St. Pete YC race committee had bailed out also, leaving the SORC to trainees.

This first race, sailed in 20 to 25-knot winds, was anything but a triangle. There was no beating. Indeed, *we never tacked during the entire race!*

The next day's 40-mile 'triangle' was virtually the same. Sailed in 15 knots of wind, we tacked just once, that to make the first weather mark. Somebody needed to review shapes with the race committee, for we did nothing but reach, run and fetch in these two triangles.



DOUBLE FUNERAL IN FLORIDA:

Although anything but good racing, I felt the straight-line sailing would at least give some reading on whether the much bally-



hooded rule fairly rates boats. One would assume, for example, that without going to weather light boats would fare best. They didn't.

Our 10,000-lb, 39-ft *Oystercatcher*, designed without regard for the rule, owed *Brigadoon*, a 16,000-lb, 41-ft boat designed to the rule 13 seconds a mile. Although we

Neither rain nor sleet . . . French mailmen sailed 'La Poste' to a hollow IOR victory.

mile.

As I view it, the IMS rule does fairly rate boats — assuming that no boats have been designed to it. But with boats like *Brigadoon*, which had been designed to it and won the two triangles and the big St. Pete to Lauderdale race going away, you can't make that assumption. The remainder of the fleet, which hadn't been designed to the IMS, had varying finishes with no one boat dominating.

Because boats can be designed and 'tricked' to the rule, it seems to be that the IMS rule is doomed. Designers find the kind of boat the rule likes, and thus competitive owners will start pouring money into the boats to max them toward the rule. Our *Oystercatcher* was the only boat in the IMS fleet that was 'stock'; all the rest had skinny IOR rigs, kevlar sails, and were otherwise maxed out. After looking at the rest of the fleet, veteran racer and boatbuilder Ted Irwin said, "If I wanted hi-tech, I would have raced me *Razzledazzle*. It's going to be the IOR revisited except that the IMS boats will have interiors.

Then, too, there's the high cost of measurement and the haphazard way in which the rule can be applied. Each boat, for example, is given several ratings depending on how the race committee evaluates the wind strength and predominant sailing angles. Thus the racers never know during

the race which time allowance method or wind strength factor will be used, and this hogties them with regard to certain tactical decisions. It also puts a judgment burden on race committees that most aren't up to handling well.

I don't want to be the voice of gloom and doom for the IMS, but it seems that with all its complexity — at least for the average racer/cruiser — the IMS died the day it was born.

What's the cause of death of the SORC?

There were a number of popular explanations. For one, the maxi owners reportedly sickened of what they considered to be mistreatment in the Bahamas at the end of the Miami to Nassau Race. As such, they've taken their act and much of the glamor to the Virgin Islands where they raced late in March. The owners of the popular and also prestigious 50-raters decided to have their own regatta off Lauderdale in early March with a series of day races only. The general decline of the IOR has also been a major contributor to the SORC's demise. The cost of building an IOR boat combined with obsolescence has driven away the potential owners. Three years ago there were 3,000 boats with IOR ratings in the U.S.; now there are less than 1,000.

IOR owners and professionals who make their living from the sport now speak of 'commercial sponsorship' as being the way of the future and the means of resurrecting competition under IOR the rule. That remains to be seen. Audi, which reportedly coughed up \$150,000 to the participating yacht clubs to be a part of the 1988 SORC



'Heritage', a sentimental favorite in Florida, returned from the Great Lakes for the IMS 'action'.

finished well ahead of *Brigadoon* in both the 'triangles', there was no way we could come anywhere near beating her by 13 seconds a

SORC AND THE IMS

debacle, obviously wound up with an incredibly embarrassing flop. Hopefully, they'll get much more mileage out of Southern California's Sobstad Race Week and continue their support of ocean racing.

Frankly, it's difficult for me to believe major commercial sponsorship can make it in this sport beyond the America's Cup level competition. There simply isn't a wide enough public appeal for the marketing directors of corporations to justify spending their shareholder's money on a rich owner so he can race his boat under the expensive and obsolescent IOR rule. As I have often told my crew after a successful race in Southern California: "Remember, there are 8 million people in Southern California, and 7,999,500 or so don't give a damn what we do or even read our results in the *L.A. Times*."

For the sake of my professional sailing colleagues, I hope I'm wrong, but I don't think commercial sponsorship is going to reincarnate the sport at the IOR level. As I see it, the

purest form of ocean racing for Californians — outside the few remaining high-quality IOR regattas like the Big Boat Series, Long

Express 37's, Lightwave 395's and so forth. Such racing puts the results back in the hands of the sailors on the course and de-emphasizes the impact of money.

Thinking of the IOR, the IMS, and the 1988 Audi SORC, I'm reminded of an

Southern Ocean Racing Conference

Boat	Type	Skipper	Races
IOR (6 boats)			
1. <i>La Poste</i>	Beneteau/Frers 51	Daniel Malle	2-2-1-4-4-3-2-2
2. <i>Elusive</i>	Cook/Kaufman 47	Joe Reeves	DS-DS-DS-1-1-1-1
3. <i>Slo-Poke</i>	DB sloop	Don Flitman	DS-DS-DS-2-2-4-DS-DS
IMS (10 boats)			
1. <i>My Fair Lady</i>	J/35	Raymond Demere	2-2-3-2-1-1-1-3
2. <i>Brigadoon</i>	Frers 41	Morton & Harris	1-1-1-1-6-4-2-6
3. <i>Pirate Twin</i>	Schumacher 37	Joe Loveless	4-6-2-5-3-7-4-2
PHRF A (15 boats)			
1. <i>Diane</i>	Baltic 43	Bob Schwartz	5-6-1-1-1-2-2-1
2. <i>Elad</i>	Nelson/Marek 45	Bill Dale	DS-DS-DS-2-7-3-DS-DS
3. <i>Demon</i>	Express 37	Nichols/Smoak/Anderson	DS-DS-DS-4-4-4-DS-DS
PHRF B (13 boats)			
1. <i>Irish Rover</i>	Frers 33	Bill McCormick	DS-DS-DS-4-1-2-DS-DS
2. <i>Scirocco</i>	DuFour 34	John Martin	DS-DS-DS-6-6-7-DF-DF
3. <i>Conflict</i>	Mason 48	Jay Kurtz	DS-DS-DS-1-7-5-DS-DS

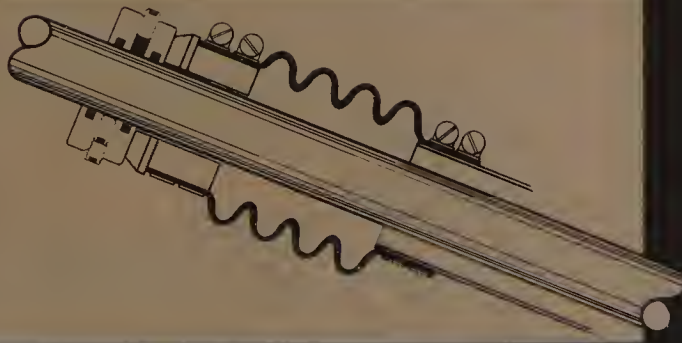
Beach Race Week, and the Kenwood Cup, will come from the development of strict one design classes such as J/35's, Schock 35's,

epitaph on a tombstone I once read: "I expected this — but not so soon."

— paul berger

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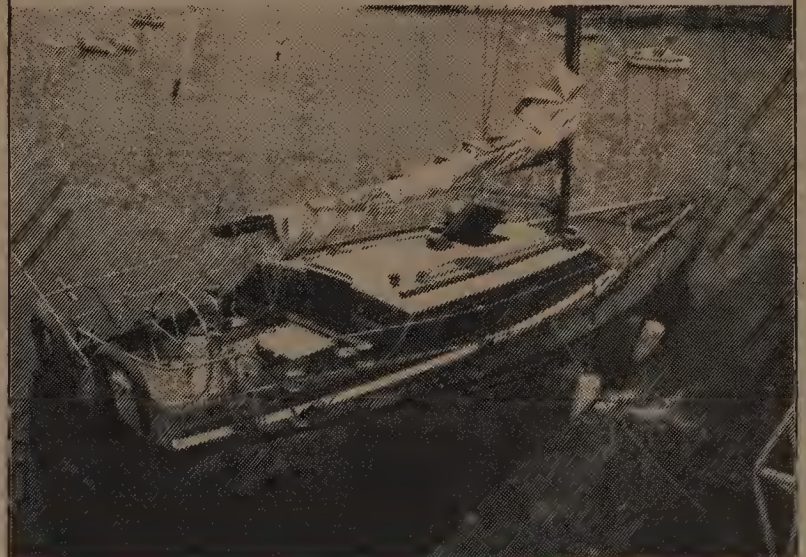


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BASIC

When the weather turns warm, says one East Bay boatyard manager, "Everyone suddenly realizes they have a boat." Most bargain winter rates have run out by the end of February, but that doesn't matter. This particular large yard, which can accommodate 60 boats, was turning people away.

Which brings us to the first rule of hauling out. Whether this is your first time or your hundredth, don't plan the haulout solely around your schedule. Call the yard first to check *their* schedule, then make an appointment. Most yards, especially this time of year, would like at least three days notice, and a few need a week or more.

Right about now, you boatyard veterans out there are saying to yourselves, "Come on, *Latitude*. Tell me something new. Calling ahead is just common sense." We couldn't agree more, but that doesn't change the fact that people still call the morning they want to haul (or the evening before) and get disappointed. We can't imagine it, but every year a few just show up at the yard's docks without calling at all!

These and other stories we've heard over the years got us thinking that even some of the old salts didn't know it all when haulout time rolls around. Since that time is now for many boaters getting ready for the new season, we called around to several area yards to get the straight skinny on proper boatyard procedures and etiquette.

We were surprised at what we found. Particularly by a couple of humorous allusions we "didn't get" until the teller explained them. Then we chuckled knowingly, not let-

ting on that we ourselves had pulled both stunts — we won't say what but both are mentioned later — more than once. We were also surprised at how many boatowners, even long time boatowners, seem to borrow and then lose tools; come ill-equipped to do their own work; or try to ar-





Above, spraying bottom paint. Spray in foreground is water, which minimizes paint overspray. Left, large or small, most boatyards allow you to do most work yourself. Spread, rolling out a new coat of LP.





range for work to be done "after hours."

The stereotype that soon emerged will also spurn the expertise available at a yard, then proceed to half-ruin his boats before he runs to the yard for help to finish — or repair, *then* finish — the job. Taken to extremes, one recently closed yard is rumored to have shut its doors as a direct result of a suit by a boatowner who — against all rules and regulations — tried to move a support on his own and the boat fell on him.

Naturally, once you get through this priceless bit of prose, you need never suffer the slings and arrows of outraged yard managers, or embarrassments like those mentioned above. You will not only be the most boatyard-savvy one on your dock, hey, you might even save a few bucks!

Now we have your attention, right? Well, having said that, we hasten to add that haulout prices should not be your only criteria when shopping for a yard. Except for a few which may still be running winter or spring specials, most yards charge about the same price: \$4.50 to \$5.00 a foot (deck length) for a haulout, pressure wash, and putting the boat back in.

Which brings us to what needs to be done and who's going to do it. "Shave and a



Above, not all boats have to come out of the water to get the work done. Opposite page, blister work is hazardous to your health. Be sure to wear adequate eye, ear and skin protection.

haircut" is yard slang for the typical haulout — bottom cleaning and paint, change the zincs, free the throughhulls and maybe a rig check. It takes one to three days, and if you do the work yourself, it will cost little more

than for the haulout, materials — paint, sandpaper and so on — and possibly beer and chips for your work crew. You could conceivably get a 30-ft boat in and out of the yard in a couple of days for around \$300 (\$150 for the yard, \$150 for materials and incidentals; more if you drink Lowenbrau.)

Most Bay Area yards not only allow people to work on their own boats, they en-

THE GOOD NEWS AND MORE BAD NEWS ABOUT BLISTERS

The bad news is this: sooner or later, all fiberglass boats kept in the water will blister. The good news, unfortunately, sounds like more bad news: you can't 100-percent prevent it from happening, or happening again. But you can get close.

Fiberglass has been blistering since about 1950. At least that's how far studies on the phenomenon go back. And for the longest time, study after study revealed factors that accelerated (fresher, warmer water, certain types of resin) or slowed down (colder water, resin-rich layup during manufacture) the process, but until recently no one knew the exact causes. As a result, blistering problems were treated symptomatically, and often reoccurred with frustrating regularity.

Now they know. But the causes of blistering are so many, varied and all technical in nature that our eyes glaze over just thinking about it. Suffice it to say the people who once harped on about how fiberglass boats were maintenance-free, waterproof and non-deteriorating were wrong. Turns out the gelcoat, the "outside skin" of any fiberglass

boat, is not the great water barrier it was once thought to be. In other words, it lets water through. Not a lot, but enough. Once the water seeps through in a process chemists call "osmosis," it seeks out voids — air pockets — either in the outside laminate of glass, or in the actual glass/gelcoat bond itself.

There it gathers and starts "cooking," reacting chemically with the resin, glass, gelcoat and whatever else is in there — a human hair dropped in the layup causes enough of a void for blisters to start. So do drops of sweat in the wet resin.

Over a period of as little as a few months to as long as 10 years, water seeps and cooks, seeps and cooks. Eventually, but not always, the chemical reaction generated will cause a gas buildup, which causes a small bump or "blister" on the bottom. These can be as small as the head of a pin or as large across as three or four inches. If you don't fix them, and the problem gets worse, the boat can (and at least one has) literally fall apart.

Enough doomsaying. So what can you do

about it? Between the extremes of "nothing" and "everything," there's plenty you can do to fight blisters.

The cheapest and most effective course, though not always the most practical, is to drysail the boat. If it's not in the water, it can't get blisters. Failing that, here are some suggestions from quickest and cheapest, to most expensive and effective.

"If the problem has been there awhile and doesn't get any worse," I would suggest you do nothing," says Marine Surveyor Jack McKinnon. Jack is one of a few California surveyors to attend an industry seminar on fiberglass blisters recently held in Florida. Also in attendance were boatbuilders, resin manufacturers, boat repairers — all those "they's" we've been talking about. "If the blisters have been on the boat for some time, and they haven't got any worse," says Jack, "and you're not selling or racing the boat, don't worry about it," he says.

The next best course of action, if you can't afford a complete blister job, is spot repair. This is the familiar procedure of grinding out

BASIC

courage it. But again, don't assume. Make sure well in advance of haulout and let them know you'll be doing your own work. Of

ALL PHOTOS LATITUDE/JR EXCEPT AS NOTED



course, the more you want or need done, the more it will cost, especially if the yard does the work. In many cases, though, it's worth the additional investment. The yard can get the job done quicker, often better, and most yards stand behind their work

Some jobs are best left to the pros — or to the kindling pile.

should something go amiss down the road a few months. For example, a full blown blister job (see sidebar for more on blisters) is a big

job for an owner to tackle. We're talking thousands of dollars, your entire two-week vacation and a permanent crick in the neck. Not to mention breathing stuff that that makes cigarette smoke look like airborne V-8 juice, and itching for weeks from fiberglass dust.

"You could save as much as half by doing a job like that yourself," says a Richmond yard manager. "You might also create a bigger mess that ends up costing you more to fix than if the yard had done it in the first place." The message here — be realistic about your own abilities.

If you do have the yard to do the work, and you want it done a prescribed way with specific materials, be sure to tell the yard before they give you their estimate. As was mentioned last month in our *Letters* section, Beneteau yachts had repairs done on a local yacht that had developed blisters due to a faulty batch of catalyst used in the original layup. They provided the complete procedure for repair to the yard, and then picked up the tab. Yards are also amenable to procedures provided by surveyors or just knowledgeable owners. "We're just applicators here," said one manager. "Whether you want one barrier coat or seven, just let us

GOOD NEWS, BAD NEWS ABOUT BLISTERS — CONT'D

the blisters with a die grinder, removing the paint for a couple inches around, filling, fairing, sealing and repainting. Whatever you do, though, don't remove the whole gelcoat. If you do you'll just horrify yourself to see that the damage is not confined to just the actual blisters. Just seal and paint the spots you fixed and put the boat back in. Incidentally, only in chronic cases does the water-caused deterioration extend beyond the outside layer of glass laminate.

The third scenario is the one most yards call a complete blister job. With minor variations, it goes something like this: haul the boat; sandblast the bottom paint off; sand the gelcoat off (some yards sandblast both paint and gelcoat away, but McKinnon advises against this — even those tiny sand particles lodged in the laminate can start new blisters); grind out blisters until you get to good glass; air-dry or force-dry (with tent and heaters) the bottom until it measures at or near the same moisture content as the

topsides — usually about 8 to 12 percent; apply a coat of epoxy resin; fill and fair; seal with 20 mils (two to four coats) of a good quality, high solids epoxy resin; paint and relaunch.

If you do it yourself, repairing a 35-ft boat will cost you about \$3,000, and most of your two-week vacation. That's after the two weeks to a month it takes the boat to dry out. If you have the yard do the job — a good idea if you can afford it — double that estimate. Even an experienced yard using top of the line products won't guarantee that a boat won't get blisters again, though. Correction: One yard we've heard of on the east coast does offer a guarantee. They need the boat for at least three months, and the job costs \$15,000 for a 35-ft boat, not including shipping to and from the yard.

If you want the absolute best, state-of-the-art blister repair job, though, you don't have to spend that much. It will cost a little more than the standard rates outlined above, and

probably take some extra digging on your part to secure the right materials. But if only the best will do for your baby, the best guide we've seen is Richard and Roger McLean's *Manual for the Repair of Fiberglass Boats Suffering from Osmotic Blisters*.

Richard, who makes his living as a diver, was dismayed at all the time and money owners threw at blister repairs, especially when he realized the methods being used even a couple of years ago varied almost as much as the brands of boats. He set out, in his words, "to bring some logic" into the picture. He spent a year-and-a-half at libraries pouring through scientific volumes for all the available data he could find on blistering. He also kept records of the many boats he works on — upwards of 1,200 a year — and did several empirical studies and experiments with boats undergoing blister repair. Finally, with his brother Roger, he compiled the body of knowledge into an easy to follow, step-by-step method for repairing blisters. As

know."

Most do's and don'ts for boatowners are spelled out in contracts, posted signs or both. For example, no yard we know of allows owners to sandblast or spray paint their own yachts (EPA regs and all that), though owners are usually allowed to use their own compressors for air tools. The most common pet peeve of boatyards is unprepared do-it-yourselfers. "Tell them to bring their own hose, their own extension cords and their own tools!" said everyone we talked to. Most yards are near chandleries (some have their own) where you can buy sandpaper, paint and other supplies; and a few rent tools. Most, however, do not loan them out.

As mentioned, the major "don't" at a boatyard is moving the supports around yourself so you can get at the whole bottom. For \$30 to \$35, the yard will reposition the boat and supports for you. If you ask real nice, some will even leave the boat in the hoist or sling an extra 10 minutes at little or no charge so you can slop paint on the bare spots before she goes back in. But please don't move the supports yourself. After a firm warning, one manager we talked to saw the guy move a support again. He went out, picked up the half-painted boat and put it



Cranes are handy things to have for stepping masts. Don't try this in your living room.

back in the water. He then charged the guy \$60 (two \$30 moving charges) and sent him on his disgruntled way.

"We appreciate that people want to do a

mentioned, no method is 100 percent effective — even epoxy lets some water through. But following the McLeans' procedure should keep your boat blister free for a lot longer than you care to own it. If that's what you want, it is a \$15 well spent. (Send to: A is A Publishing, P.O. Box 11500, Piedmont, CA 94611.)

In closing, a bit of blister trivia:

- ✓ The warmer and fresher the water, the more rapidly blisters will form. The worst blistering problems are apparently found in the hot tub industry — no puns intended.

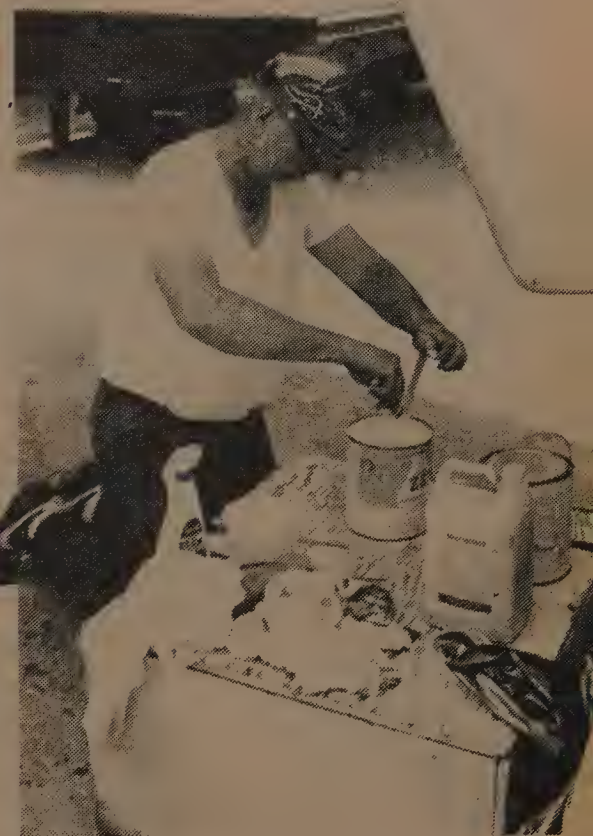
- ✓ The only types of boats Richard McLean has never seen blister are the Expresses (27, 34, 37) made by the now defunct Alsberg Brothers yard in Santa Cruz. "Terry Alsberg did his homework on those boats," says McLean.

- ✓ Some old, "junky" boats often resist blistering longer than new ones. Why? Chopper gun layup is resin rich, and therefore has less voids for blisters to start. Hand

layup, considered superior in most ways, is sometimes resin lean in the critical outside layer of laminate. To correct the problem, most major manufacturers now lay their initial layer of glass with a chopper gun before completing the hull with hand layup.

- ✓ Water damage doesn't just occur on the boat bottoms. Many boats also grow impressive blisters in their bilges as a result of sitting water. The step area around a keel-stepped aluminum mast is particularly vulnerable, since condensation from those spars gathers there.

- ✓ Do-it-yourselfer tips: the best places to air dry a boat are Vallejo, Stockton or other Delta cities. They are hot and dry during the summer. Also, when doing a blister job, follow the rule most autobody men live by: don't mix brands. Once you pick a barrier coat, try to use a bottom paint from the same manufacturer.



Follow directions for mixing paint and resins. And for best results, use products made by the same manufacturer.

good job," he says. "But they have to appreciate our liability concerns."

A final concern — and this may be one of the most important if you qualify — is liveaboard rules and accommodations. Again, don't assume a yard is going to let you stay aboard, even if the boat is your home. Call ahead and make sure — and then check out night entrances, showers, etc.

"We lived aboard the whole month we were out and had no major problems," says Kurt Bischoff of Rio Vista. But he did a little legwork beforehand to make sure. For instance, the yard he was in in Vallejo was right next to a municipal marina where he, his wife and their two kids could shower. If he had it to do over, though, he would definitely request the upwind end of the yard. As it was, *Gumbo Ya Ya* was downwind of everybody else and seemed ankle deep in sand, overspray and dirt from other boats the whole time.

"The only other problem was when we'd want to go out at night," says Kurt, "and then realize we'd left the car inside the locked gate."

— latitude — jr

CHARLIE TRIMBLE:

It's hard not to like Charlie Trimble. At 46, he still has that boy-genius-wonder air about him, and the dedication to translate his ideas into a quality product. His Trimble Loran C technology puts his eight-year-old Silicon Valley company at the top end of the

marine electronics market. He works in a minimalist office with a flip chart on one end, a large wooden desk surrounded by papers

on the other. The lone wall decoration is a homemade poster for a new product being demonstrated by his ten-year-old daughter.

His office is a small part of the 38,000 square feet in two office buildings that now comprises Trimble Navigation. Charlie's name ended up on the company logo because he and his three original partners went through an abominable process of hiring two ad agencies to find an appropriate moniker. After sorting through endless pabulum like 'Microworld' and 'Zodiac', they decided to go with Trimble Navigation and a sextant logo. The image worked, and there are now 130 employees in the growing concern.

Charlie Trimble may be self-effacing and charming, but he's no slouch. He puts in a grinding 80 to 90 hours a week at work. Kit Mura-smith, one of the three other founders of the company, says he's a brilliant scientist with an appreciation for both the technical and lay perspectives when it comes to electronics. His stuff works out on the water, where it's supposed to, and now he's moving into land and air applications as well. With a Trimble system, it seems, you can answer (empirically if not existentially) two of life's basic questions: Where am I? Where am I going?

For sailors, knowing where you are is indispensable. The cruising applications are many, but Trimble first made his mark in racing, specifically Florida's Southern Ocean Racing Circuit (SORC). High tech ocean racers have always been hungry for the latest gizmo that would give them that extra edge. Trimble's man on the circuit was Eddie Adams, himself a navigator on boats like *Merrythought* and *Nirvana*. His partner was Mura-smith, who would train the yachts' navigators while Adams serviced the product. Kit's taste in fashion may run more towards Nieman-Marcus than Patagonia, but she held her own and together she and Eddie proved to be a winning team. While Charlie held down the fort in Sunnyvale, they sold eight Loran C's off the dock at the 1980 SORC.

There is another accomplishment to which Charlie points with more than a little pride. In the 1983 America's Cup, Dennis Conner's 12 Meter *Liberty* was one of the only two entries that did not have a Trimble



Charlie Trimble and Duffie.

ALL PHOTOS COURTESY TRIMBLE NAVIGATION

Loran onboard. John Bertrand's *Australia II* did. We all know how that story ended.

"Navigation is a 'third order' effect on a racing yacht," admits Charlie. "First there are the people, then the sails and boat. But

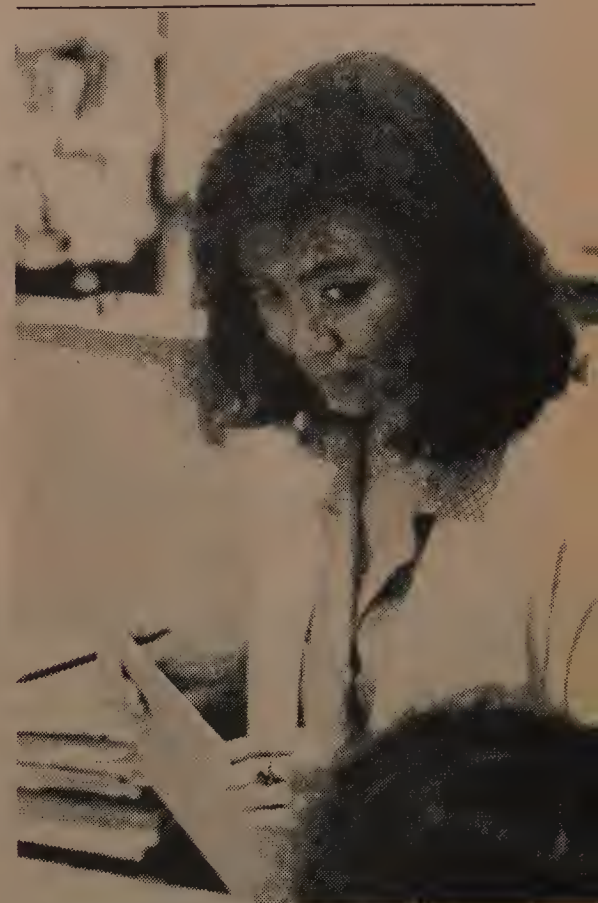
"The fear of all navigators is waking up and finding the sun rising in the west."

you could say that we were part of the reason *Australia II* won that year. The Aussies had their system all summer and kept getting better and better at using it."

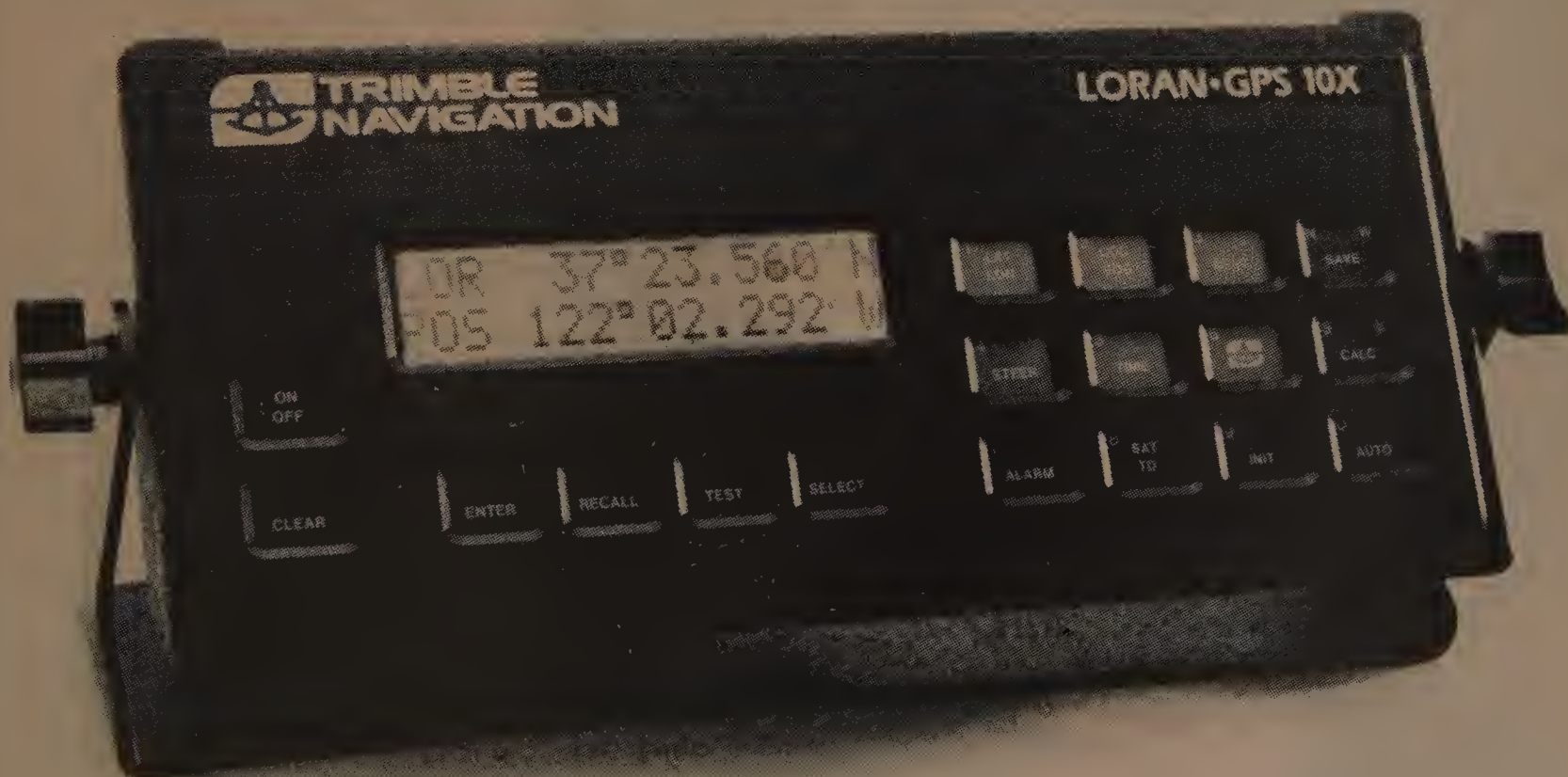
Berkeley-born, Charlie Trimble grew up in Southern California and attended Cal Tech in Pasadena where, among other things, he learned to sail. An active member

At H-P, Charlie was involved in research and development work with integrated circuits. He was also aware of the company's SNAP ("Portable Automatic Navigation System", spelled backwards) project, a code name used by H-P for their efforts to develop a Loran C receiver that would read out latitude and longitude. Loran, or Long Range Aid to Navigation, has been around since World War II when it was used to guide fighter planes from the U.S. to England. Loran A was the first system, which evolved into Loran C. A primary coastal navigation aid, the system relies on sensitive receivers that measure time differences between radio transmitters and the host vessel to determine position. There are four such transmitters on the West Coast of the U.S., and with signals from three you can fix your position.

In 1978, the powers at H-P decided to bail out of SNAP for various reasons. Charlie and Mura-smith saw the opportunity to start their own company. They bought the SNAP technology and were joined by two of the engineers working on the project, Tom Coates and Dan Babitch. The four moved into a 1,000 square foot space in an old



Kit Mura-smith is the beauty and the brains behind the NavGraphic system.



of the sailing club there, he campaigned 13-foot dinghies in L.A. harbor. In 1964, he migrated back north to work at Hewlett-Packard. During his tenure there, he and three buddies bought a Cal 24 and named it *Sybarite* in honor of their bachelor status.

Where am I? Where am I going?

theatre building in downtown Los Altos to complete the development work.

A year later, they field tested their prod-

ucts on boats like Bill Lee's 67-foot *Merlin* in the TransPac race. They went to market soon afterwards and found that the top flight IOR boats were willing to pay \$5,000 for the equipment. (The same basic unit, with more bells and whistles, now costs about \$3,000.)

CHARLIE TRIMBLE:

The Trimble system married Loran with computer technology, translating raw data into latitude and longitude with tremendous accuracy.

"Prior to our system," says Charlie, "Loran users had experienced difficulties with inaccuracies caused by the fact that radio signals travel more slowly over land than over sea. Our computer accounted for the slowdown."

The Trimble box also used a waypoint system. By entering the lat/long of a mark Commodore Tompkins used the Trimble GPS to help win the doublehanded Melbourne to Osaka race in 1987.

you were trying to reach, the Trimble Loran would tell you how far away you were. Great for finding the weather pin in a fog, or a harbor at night.

One of Charlie's early customers was William F. Buckley, who immediately became one of his biggest champions. A noted navigator himself, Buckley has been fascinated by Loran since the mid-1970's as an alternative to sextants and RDF's. He had dabbled with Loran A, but found it unreliable. Loran C had a greater range, but translating the data to lat/long vexed the champion of conservatism. After discovering

Trimble Loran C in 1983, he wrote that it was as if, after spending his life trying to learn foreign languages, the Holy Spirit reappeared (as a Republican, we can assume) and granted us all instant communication with everyone on the planet!

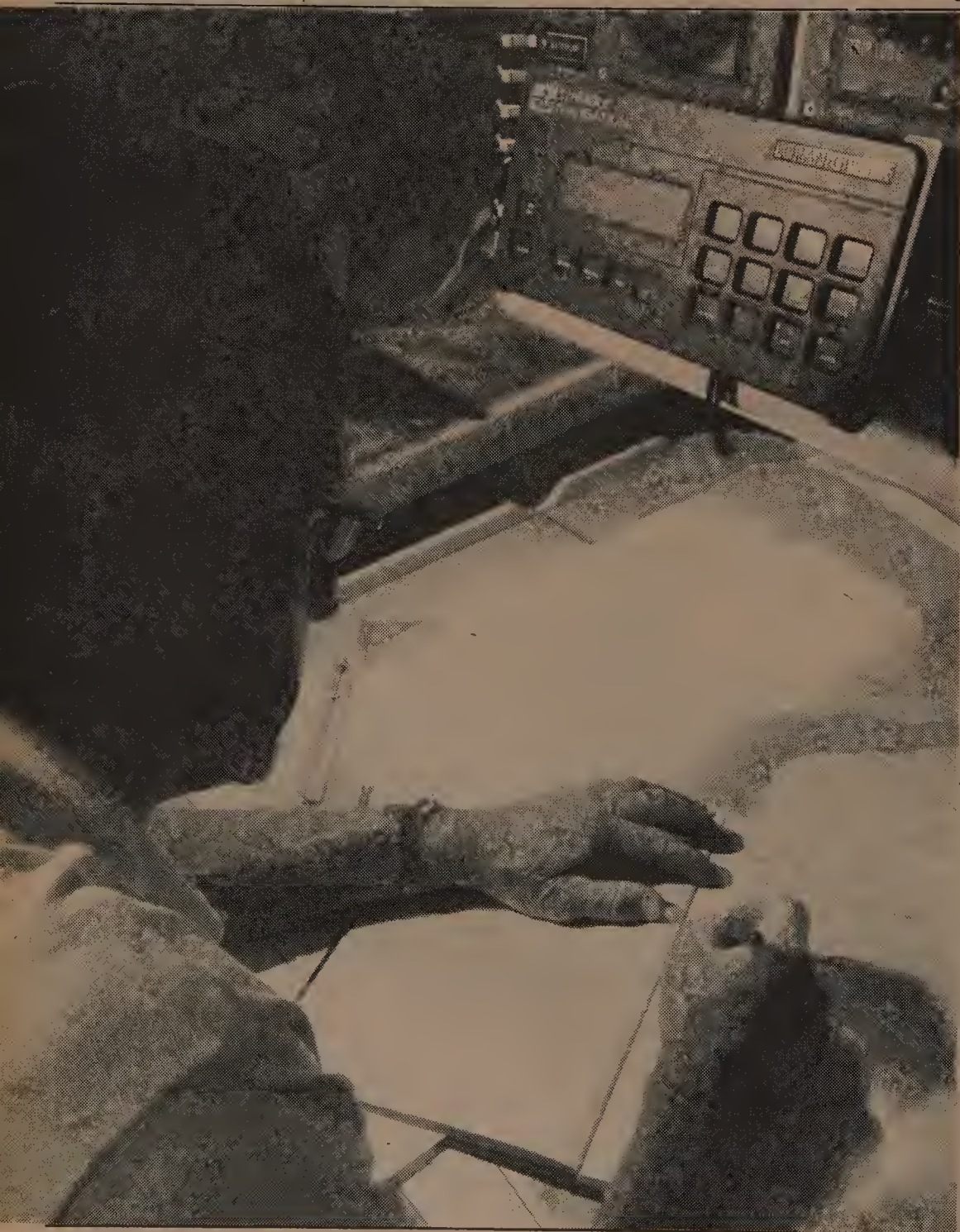
Trimble systems are definitely in the upper end of the cost range. Charlie admits that his target customer is the high powered executive who makes one major cruise a year. Not well-practiced in navigation, perhaps, the skipper uses Trimble to find his way to a certain harbor in the fog. Not surprisingly, Charlie's major market is east of the Rockies. California, he points out, makes up only 15 percent of the total marine electronics market. There's much more coastal cruising, hence a greater need for Loran, in the area from Washington, D.C., to Maine.

Charlie also admits, again not surprisingly, that one of his biggest concerns is the constant conflict between electronics and salt water. "It's an uneasy alliance," he says. Relying on electronic aids is wonderful, but you have to constantly check for lies and cross check using other systems. "The fear of all navigators," he says, "is waking up and finding the sun rising in the west."

Trimble's latest wrinkle is the NavGraphic system, which presents data not only as numbers but visually on a high resolution video screen. Kit Mura-smith engineered the product which, at first glance, resembles the Etch-A-Sketch toy you used to play with as a kid. Any similarity ends there. The NavGraphic is loaded with the latest high tech parts which allow you to plot where you've been and where you're going, plus the ability to add messages, alarms and routes you want to remember for the future using a visual display rather than just a digital readout. The big boat gadget people will love this thing.

Endemic to modern electronics, of course, is progress. For navigators, the next step is the Navstar Global Positioning System, or GPS, which offers worldwide satellite coverage. The old Transit, or SatNav system, was the first attempt at this solution. Six SatNav satellites complete their polar orbit every 90 minutes, providing fixes about 16 times a day.

GPS, when fully operational, will make obsolete both SatNav and Loran. The system will utilize 24 satellites which are being deployed by the Department of Defense. Seven are already in place, circling 10,900



NAVSTAR GPS

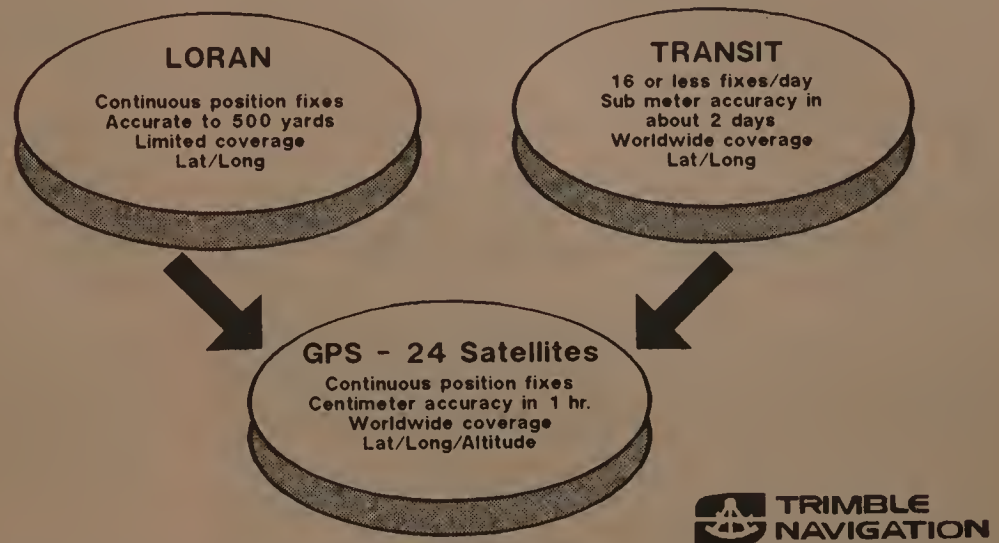
miles above the earth's surface and providing 10 to 12 hours of coverage per day. Another is scheduled to go up in October. By November 1989, enough will be in place for two-dimensional, 24-hour worldwide coverage. Final completion is slated for 1991. Both the NavGraphic and the standard Trimble Loran have been designed to upgrade to GPS. Like Loran, the prices at the early stages are high — \$12,000 for the basic system — but will drop as it becomes more accessible.

Part-time coverage is now available, and reports indicate that the system's accuracy is impressive. Commodore Tompkins, for example, had a Trimble GPS system onboard *Nakiri Daio*, the winning Farr 55 in the 1987 Melbourne-Osaka race. "The locating system was above reproach," he says, although he had trouble with the dead reckoning function, which he believed was due to a last minute installation problem.

Commodore, who is known as a demanding sailor, adds that the Trimble service was stellar. At the equator he ran into trouble with the system and called Sunnyvale — collect — on the single sideband. It took 40 minutes of having a Trimble techie walk him through the problem, and everything was cleared up.

Buckley, too, adds his praise. While

GPS--The Replacement For LORAN and TRANSIT



The Global Positioning System (GPS) — the wave of the future.

miss his Loran on the trip since the signals weren't too reliable in that part of the world. Trimble offered to let him use a prototype of the GPS system. Upon his return, Buckley reported that the gear worked great. "He

Actually, he adds, GPS provides fixes accurate to within 15 to 20 meters, Buckley's claims notwithstanding. It also measures velocities in hundredths of a knot, allowing you to monitor performance over time.

Unfortunately, sailing hasn't been an activity in which Charlie has been able to engage much over the past decade. He did buy an Olson 30 in 1983, naming it *Navstar*, and racing it on occasion. "In many sailing oriented businesses," he says, "you can couple your hobby with your work. Marine electronics isn't one of them. I regret not sailing more."

Many marine businesses don't generate much profit either, which may explain Trimble's venturing into other areas, all of which utilize the basic navigation technology. One project is making survey equipment. Another is navigation sensors used in government projects such as remote pilotless vehicles. The third area is vehicle tracking, especially for commercial use such as a store keeping tabs on its delivery vans.

Kit Mura-smith notes that the sextant in the company logo may become obsolete. Their commitment, however, is that their equipment never will, whether it's used on the sea, land or air. Charlie Trimble, the navigator who has guided them through the high seas of business so far, will have to rely on his own internal Loran/GPS to realize that promise.

— shimon van collie

LORANS WITH CHARTS

Visual displays are the hot new item in Loran C technology, as evidenced by Trimble's NavGraphic system. Also of interest are video displays which can project navigational charts onto a screen. So far, only a few manufacturers appear to have joined those two features into one unit (Kit Mura-smith won't say if Trimble has plans for this or not), and it would seem natural for others to follow.

Chuck Bauer at the Sausalito West Marine store argues for the Apelco DXL 6600, which is both a Loran C receiver and plotter with access to 100 charts covering the East and West coasts, the Great Lakes and the Gulf of Mexico. You can even special order a chart by giving them the NOAA chart number you want and waiting six weeks for delivery. Each chart can be blown up or down while it's on the screen so you can zero in on your destination as you get close.

Although the Apelco is on the low end of the price scale at \$1,495, Chuck vouches for it. He uses it on his 25-foot fishing boat and says he'll take anyone out for a demonstration.

Furuno also now makes a Loran C and plotter combination with charts. Others, such as the Magnavox Geonav System, the Furuno GD-180 and the Datamarine Model 7000, are made to display charts but need input from Loran C, SatNav, GPS or other systems. Some, like the Raytheon NWU-52R, even let you make your own chart with a digitizer, which costs almost as much as the \$3,895 unit itself. Be the first kid on your block to have one.

preparing for his sailing trip from Hawaii to New Guinea in the summer of 1984, Buckley mentioned to Charlie that he would

said that the GPS was always within a mile — once as close as 60 meters — of his sextant fixes," Charlie says with a wry smile.

1988 CREW LIST:

Lat 38 - APRIL 88- crew list - jr

We're only human. So don't be too hard on us. We always appreciate hearing from readers, don't get us wrong. But lately, there seems to be more than the usual amount of flak coming our way: too much racing; too much editorializing; too much sex; not enough sex; too much nudity; not enough nudity; Geez, we're beginning to feel like Larry Flynt.

If the truth be known, striking a harmonious editorial balance month after month ain't easy. In fact, it's sometimes harder than sorting out our own life's priorities. (There's probably a lesson there somewhere.) Anyway, when it all gets to be too much; when it seems like everybody hates us including our families and shrinks, you might not believe this, but we go sailing. Not racing, not cruising from one place to another — simply going out there, putting the sails up, trimming them half-assed and *sailing*. There's no better therapy in the world.

In the longer term, there's also no better escape than sailing. Whether it's chartering a boat in an exotic place like the Med or Caribbean, or taking off on The Big Cruise on your own boat, cruising can well be thought of as the ultimate therapy. The former can be the vacation that revitalizes you to face another year of bullsh...er, sorry . . . job-related stress and anxiety. The latter can and often does affect profound changes in people. Type "A" people become Type "B", and "B"s join the Peace Corps. Most of what we would call "successful" cruisers are more in touch with their surroundings, their fellow man, and ultimately themselves. Of course, some people hate cruising, but why spoil the image.

It is to these three groups, and to those aspiring to them, that we dedicate the 1988 Cruising Crew List. In the following pages, you'll find listings for people interested in crewing or finding crew for both short and long-term cruising; for daysailing on the Bay; or in co-chartering with others interested in sailing vacations.

The names listed here belong to people who responded to our Crew List forms published in the January issue. Each of these folks understand what the guy in the country-western hit means when he sings "If you're ever gonna see a rainbow, you got to stand a little rain." In other words, they understand that for all the good times sailing offers, one must accept that there are very real risks. Before we go any further, we ask that each and every one of you who intend to use the Crew List read and understand the disclaimer in the gray box above. We are required by law to run it.

Whew! See what we mean about pressure? There's no tactful way to do that law stuff. Makes us want to take the boat out right now . . .

Anyway, back to business. The people on the list already know what they want, but your name doesn't have to be here to use the list. As long as you heed the warning above, feel free to call anyone listed here if you have a boat or need to find a boat or co-charterers. However, if you want to attend one or both our Crew List parties, the free ride ends at the door. Everybody listed here paid an advertising fee from \$1 to \$5 to get listed. They get into the party free; everyone else pays. If you're crew looking for a boat or co-charterer, admission is \$5; if you're a boatowner looking for crew, you spend enough already. We'll let you in for \$1.

More on the Crew List Party times and locations later. Right now, we'd like to tell you how to use the list the most efficiently.

First off, you'll notice that we've arranged the various categories under appropriate headings. Second, you'll note that we segregate women, men and couples, with men listed first in all instances since they are superior mentally, physically and socio-economically. Just kidding, just kidding. Actually, we've always listed men and women

IMPORTANT NOTE: *Latitude 38* offers the Crew Lists as advertising supplements only. We neither make nor imply any guarantee, warranty or recommendation as to the

separately. The couples (the family that sails together stays together?) was included a couple years ago per numerous requests.

Under each heading, and beside each name are a bunch of numbers, letters and other mumbo jumbo that don't amount to a hill of beans till you look at the appropriate "Code" box. The Code will tell you how to read the entries so you know what the individual offers and/or wants. For example, you read the entry **Ray L. Rider, 38, 555-5555 . . . exp 1 / wants 1,2,4 / offers 2,3** like this: Ray is 38 years old and can be reached at the phone number given. He has little or no experience, but is willing and enthusiastic to learn. He wants to cruise locally and Southern California, and is available for a Hawaii or South Pacific cruise later this summer. He's willing to do lots of maintenance in exchange for the experience.

Please take particular note that "want sex with the remote possibility of also doing a little sailing" is not a category in any code. There are several good reasons for not using the list like a 976 dating service, among them: It's tacky, bad manners and damages the credibility of the list for everyone else. Besides, we're not Larry Flynt. If you happen to find the man/woman of your dreams through the list — and we know of a couple of list-spawned relationships that have led to matrimonial bliss — then we're delighted for you. But please don't go into it with that intent. 'Nuff said.

A few more helpful hints:

✓ Make your phone calls at reasonable hours. Most people sleep at night, and you won't make points by waking them up.

✓ Be honest. You may be able to BS your way through school, job and life in general, but don't try it on a boat. Enthusiasm and willingness to learn are usually just as important as experience.

✓ For cruising crew only — You may already know it, but most cruising boats don't have CD players, trash compactors and cellular phones. In fact, we've seen cruising boats so spartan that a Spartan would feel uncomfortable. We're not trying to scare you, and it is usually true that the good times are worth a little hardship. We're just saying be realistic in your expectations, and pick your boat and skipper with particular care — privacy is also a scarce commodity on long cruises.

✓ For everybody, we hate to harp on it, but once again, be aware that *Latitude 38's* role in the Crew List ends on these pages. Don't make any phone calls or arrangements until you read and understand the disclaimer above.

Now for the Crew List Party information. There are two parties, one in the East Bay, one in Marin. The first takes place at the Corinthian YC on April 13. The East Bay party is the next night, April 14, at the Metropolitan YC in Oakland. Both parties run from 5:30 until 9 p.m. They are great places to arrange to meet your potential skipper or crew for the first time, or to do your shopping for boat or crew. Everybody wears green or red name tags depending on whether they're looking for crew or a boat to crew on, so if you're one looking

character of individuals participating in the Crew Lists or the condition of the boats. You must judge those things for yourself.

for the other, just look for different color name tags. (Note: The Crew List parties are for both racers and cruisers/ daysailors/ charterers. Don't make the mistake of signing on a racer if you're looking for relaxing daysails.)

Finally, we provide a finite amount of munchies, T-shirts and visors, but they go fast, so get there early. Both clubs will also operate a no-host bar the night of the parties. Once again, if you can point your name out in this Crew List (or last month's list for racers), you get in free. All others pay \$1 (boat owners) or \$5 (crew) at the door.

We hope to see a bunch of you there. And we wish all of you who participate in the Crew List this year the best of luck in finding what you want. And of course, we always wish everybody the best sailing. We'd like to hear how it works out for all of you if you have a minute and a pen. But don't sound too happy. There's something about reading splendiferous cruise stories in a dim office that always makes us just a little envious.

After all, we're only human.

— latitude 38 — jr

CRUISING BOATS LOOKING FOR CREW

MEN LOOKING FOR CRUISING CREW

John Cole, 29, 561-5056 wk; 397-9281 hm. P.O. Box 29383, San Francisco, CA 94129, S-2 11 Meter (36'), Hawaii, 1 July wants 3 / should 1,4,5.
Rod Schoenlank, 65, (415) 726-7970, Gen. Del. El Granada, CA 94018, Newporter 40, Mexico & beyond, this fall wants 2 / should 1,2,3,7.
No name listed, 41, (415) 228-3888, 30' S-2, around S.F. Bay & Delta on sunny weekends wants 2 / should 3,7,8.
Bruce McMullen, 40, 2318 Second Ave., Seattle, WA 98121, 28' Cutter, Queen Charlotte Is., June 15 wants 2 / should 1,3,7,8,9.
Russ Munsell, 46, 332, 5373, 220 Redwood Hwy. #158, Mill Valley, CA 94941. Delivery wants 3 / should 4,5,6.
Werner Kraus, 47, 6710 Hawaii Kai Dr., Honolulu, HI 96825, Union 36 cutter, Hawaii to Alaska, Mexico, Tahiti wants 2 / should 1,3,8,9.
Daniel Wallace, 33, (415) 655-0262, P.O. Box 20513, Oakland, CA 94620, Contest 30, coastal/Delta, summer '88 wants 2 / should 1,3,7.
Kurt Leal, 37, 709 Borregas Ave. #5, Sunnyvale, CA 94086, Cheoy Lee 35', Bay, Delta, July & Aug. wants 2 / should 2,7.
Bob Grinstead, 64, (415) 934-7424 hm; (415) 944-2077 wk; charter for daysailing on the Bay wants 3 / should 1,3.
Hans Lowhurst, (415) 366-2874 Woodside, 30' Catalina, Mexico, summer '88 wants 2 / should 3,7,8,9.
Jerry Myers, 47, 26 W. Richmond #670, Richmond, CA 94801, 53' working motorsailer, west, spring wants 2 / should 2,3,4,7,8.
Bob on 'Geisha', 36, (415) 769-8542, Box 1308, Alameda 94501, 31' Mariner ketch, Bay & coastal, Fri., Sat., Sun. wants 2 / should 1,3,7,8.
Leroy Berges, 31, 861-2645 M-F, Westsail 32, locally, Bay & Delta, spring, summer, fall wants 3 / should 1,2,3.
Richard K. Leute, 49, (415) 965-0176 hm; (415) 853-6030 wk; Santa Cruz 50, Mexico, fall '88/spring '89 wants 3 / should 4.
Deane Lindbloom, 32, 11375 Dry Creek Rd., Auburn, CA 95603, Hans Christian 38 MKII, So. Pacific, summer wants 2 / should 1,3,5,7,8.
David Kindopp, 39, (707) 463-1250/463-3744, 695 Leslie St., Ukiah, CA 95482 or 1001 Bridgeway #560, Sausalito, CA, Newporter 40' ketch, Mexico, when the crew & weather are right wants 2,3 / should 1,3,7,8,9.
Carl Bergman, 34, (415) 343-0390 eves. after 5/1/88, J/28, S.F. Bay & Delta after 5/1/88 wants 2 / should 1,3,7,8.

MEN LOOKING — CONT'D

Jim Ellis, 47, (408) 432-3619, 9-5, 2900 Buzzard Lagoon Rd., Corralitos, CA 95976, Catalina 30', locally, Delta, offshore, open wants 2 / should 1,2,3,7.
Sy Gold, 54, (916) 753-2001, 2422 Bucklebury, Davis, CA 95616, Catalina 30, S.F. Bay & Delta, all year wants 2 / should 3,7,8.
George Foglesong, 63, (415) 455-0847; (415) 422-4665; 1386 Kathy Ct., Livermore, CA 94550, Corbln 39, Marquesas & N.Z., 4/30/88 wants 2 / should 1,4,9.
George Echols, 44, (206) 385-6718, P.O.B. 680, Port Townsend, WA 98368, Westsail 32, N.W. Canada summer '88, Mexico winter '88 wants 2 / should 1,3,7,8.
Vic, 48, (415) 521-1733, Islander 36, Mexico, So. Pacific, 1988 wants 2 / should 3,7,8.
Jim, 45, (415) 331-5428, 42' cutter, Bay, Tomales, Half Moon, year-round wants 2 / should 3,7,8,9.

"WANT CREW" CODE

My boat is a _____

I/we plan to sail to _____

On about this date _____

I am looking for crew:

- 1 = That is male.
- 2 = That is female.
- 3 = Whose sex is unimportant.

My crew should:

- 1 = Be willing to share basic expenses such as food and fuel.
- 2 = Be willing to bust butt preparing the boat.
- 3 = Have more desire than experience.
- 4 = Have lots of ocean experience.
- 5 = Know celestial navigation, really know it.
- 6 = Have mechanical skills for the engine, refrigeration, etc.
- 7 = Be unattached and unopposed to the possibility of a friendship blossoming.
- 8 = Look good in a bikini.
- 9 = Understand and appreciate Nietzsche.

MEN LOOKING — CONT'D

Stan Starkey, 51, (415) 422-0298, 40' Cheoy Lee, S.F. Bay, year-round wants 3 / should 2,3.
Paul May, 38, (415) 852-4729, Herreschoff, Pacific & beyond, spring '90, meanwhile the Bay wants 2 / should 1,2,3,7.
Perry Broz, 65, (415) 587-5824, Cal 2-24, coastal, 100-150 mi., 4/88 wants 3 / should 1.
Gail Lundin, 58, 523-1383, P.O.B. 101, Alameda, CA 94501, 38' wood ketch, Bay & coastal, year-round wants 2 / should 1,3,7.
Kurt, 50, (415) 588-3039, sloop 41', S.F. Bay, Mexico, 10/88 wants 2 / should 1,3,7.
L. Marovelli, 37, (415) 334-1387 hm; (415) 466-6251 wk; Pretorian 35, weekends Bay & ocean wants 3 / should 1,2,3.
Fred Quigley, 53, (707) 554-1158, P.O. Box 694, Vallejo, CA 94590-0069, Aries 32, So. Pacific, 7/89 wants 2 / should 1,2,3,7.
Ward Johnson, 60, 522-5393, 494-6660, Pearson 26, Bay, Delta, spring, summer, fall wants 2 / should 1,3,7.
Richard Steinke, (415) 332-7757, P.O. Box 2103, Sausalito, CA 94966, 45' sloop, No. coast CA '88, Hawali '89, So. Pacific '90 wants 2 / should 1,2,3,4,7,8,9.
Bronson Miloslav, 47, Box 9605, San Rafael, CA 94912, 38' luxury powerboat, S.F. Bay, Delta, W. coast, spring '88 wants 2 / should 1,2,3,7,8.
D. Granahan, 33, (415) 352-2949, Ranger 22, Bay Area, start 6/1/88 wants 2 / 1,3,7,8.
Norm Brewer, 45, (503) 285-8277, P.O. Box 30113, Portland, OR 97230, Mercator 30', So. Pacific, N.Z., open wants 2 / should 2,3,7.
Michael Hickey, 30, (415) 752-4994, 3860 Sacramento St., S.F., CA 94118, Ericson 23, S.F. Bay, all year wants 1,2,3 / should 1,2,3,4.

1988 CREW LIST:

MEN LOOKING — CONT'D

Steve Choy, 33, P.O. Box 1871, Capitola, CA 95010, Catalina 30, So. Calif., summer wants 2 / should 1,3.
 Allan Larkin, 44, (415) 856-6948, Bombay Clipper, Hawaii, August want 2 / should 2,3,9.
 Neil Bisbee, 39, 2440 16 St. #250, San Francisco, CA 94103, 28' sloop, Mexico, autumn '88 wants 2 / should 1,3.
 Dave Lenschmidt, 44, 521-1667, Buchan 40, So. Calif. Channel Islands, 6/88 wants 1,2 / should 1,3.
 John, 41, (415) 583-9874, P.O. Box 412, Brisbane, CA 94005, 65' dive boat, No. Pacific islands, 6/1/88 wants 3 / should 1,2,3,4,5.
 Lew Warden, 68, (415) 351-9335, 834-3958, 465-0759, Jack London Sq., Oakland, Tayana 55, Mexico-Caribbean, winter '88-89 wants 1,2 / should 1-9.
 Milan Srnka, 43, (415) 369-3161, Westsail 28, Mexico, 7/88 wants 2 / should 1,2,3,7.
 Steve, 29, (415) 547-4800, Searunner 31 Tri, Bay, coast & Delta, random weekends this summer, maybe Mexico winter wants 3 / should 1.
 Kawika, 35, 4 Sand Island Access Rd., Box 1, Honolulu, HI 96819, Bristol 30, Hawaiian waters, all year wants 2 / should 3,7,8.
 Mark Burrows, 40, P.O. Box 381, Fields Landing, CA 95537, 26' Catboat, Hawaii only, May wants 3 / should 1.
 Jerry Conners, 51, 540-8961 eves., Piver 40' Victress tri, Mexico, So. Pac., circumnavigation, fall '88 wants 2 / should 1,3,7.
 James Underwood, 39, 24 Sand Island Rd., #27, Honolulu, HI 96819, sloop, So. Pacific, May/June wants 2 / should 2,3.
 Ed Kuhn, Box 71101, Oakland, CA 94612, Islander 36, locally, later So., Carib., Med. wants 2 / should 1,2,3,4,8.
 Howard Kucera, 68, (415) 839-3629, P.O. Box 533, Alameda, CA 94501, Freedom 32, Mexico, Hawaii, mid-May wants 2 / should 1,3,4,5,7.
 Wolfgang Nothnagel, 60, 592-5747, Ericson 27, locally around Bay wants 2 / should 1,3,7.
 Miles Cortner, 60, 24 Sand Island Rd. #27, Honolulu, HI 96819, 47' Schoor, Caribbean, June wants 1,2 / should 1,2,3,7.
 Don Presson, 36, (415) 956-6010 wk; 331-7232 hm, 42' ketch, So. Pacific, 8 or 9/88 wants 3 / should 3,4,6,7,9.
 Murray Baxter, 56, 359-6077, Contessa 32, Mexico, 11/1 wants 3 / should 1,2,4,7,8,9.
 Dave Lenschmidt, 44, (415) 521-1667, Buchan 40 sloop, So. Calif. Channel Islands, summer '88 wants 2 / should 1,3.
 Dick Satholm, (916) 638-3033, 2472 Berrywood Dr., Rancho Cordova, CA 95670, Moorings 50 or 44, Caribbean/Tonga, Tahiti, 3 ea. 2-week cruises planned wants 2,3 / should 1,4,5,6,7,8.
 Jim Martini, 60, (916) 424-1947 eves., Hunter 33, Delta, Bay, coastal, summer 88 wants 2 / should 1,3,7.
 Ray Young, 58, (415) 897-3229 wants 3 / should 1,2,3,7,8,9.
 Tom Appleton, 57, P.O. Box 991, West Sacramento, CA 95691, True North 34, Mexico, Pacific, Sept. wants 2 / should 1,2,7,8.
 Daryl Kruschke, 32, (707) 252-2368 hm; (707) 255-1811 wk, 27' Hunter sloop, Bay & Delta, weekends, from April on wants 2 / should 1,3,7,8.
 George LaBar, 50, (415) 788-5440, Union 36, Caribbean, boat there now wants 2 / should 1,3.
 Don, 65, (415) 654-5433, 41' ketch, Puget Sound poss. via Hawaii, July wants 3 / should 1,2.
 Mike Malone, 48, 321-7719 hm, 852-7348 wk, Niagara 31, Bay, Delta, coastal, year-round wants 3 / should 1,2.
 Dave Gardner, 36, P.O. Box 1370, Richmond, CA 94802, Peterson 44, So. Calif., Mexico, So. Pacific, summer/fall '88 wants 1,2 / should 1,3,4,6,7.
 Pete Rowan, (503) 679-6912 Oregon, Alberg 35, leave S.F. mid-June to San Diego & back to Coos Bay wants 3 / should 1.
 Rick Seapeace, 39, 459-2913, 40' pilothouse cutter, sail with the Peace Navy wants 3 / should 1,2,3,4,5,6,7,8,9.
 Paul Lampert, 567-4945, 58-ft ketch, Bay, coastal wants 3 / should 2,3.

COUPLES LOOKING FOR CRUISING CREW

John Pyle & Greta Knott, 45/48, 1150 Ballena Blvd. #96, Alameda, CA 94501, Camper-Nicholson 39, Acapulco, Mexico, leaving 9/20/88, arrive 3/1/89 want 3 / should 1,2,3,4,6.
 John & Margie Meracle, 66, (415) 367-0777, P.O. Box 5703, Redwood City, CA 94063, 50' ketch, Mexico & Channel Is. want 1,2,3 / should 1,2,3,4,6.
 Klaus & Ute Rabe, 50/46, 2850 Bremerhaven 12, Postlagernd, West Germany, 58' Grand Banks Schooner, Denmar, Sweden, mid-May 'til Sept. want 3 / should 1,3.

"WANT TO CREW" CODE

My sailing experience is:

- 1 = None, but I'll do anything within reason for the chance. I understand from time to time I'll probably get cold, become seasick, get mad at the owner, and wish like hell I was anywhere but on the boat. I'm still game.
- 2 = Some, at least 20 sails on the Bay, while being active and suffering the normal bruises, cuts and hollering.
- 3 = Moderate, several years active crewing on the Bay or at least one trip to Southern California.
- 4 = Lots, several long ocean passages.

I want to cruise:

- 1 = Locally, around the Bay and up the Delta.
- 2 = Southern California this summer.
- 3 = Mexico this fall/winter.
- 4 = Hawaii and the South Pacific this summer.
- 5 = Seattle and Alaska this summer.
- 6 = Petaluma in a pick-up truck.

I can offer:

- 1 = At least a month of shared expenses.
- 2 = Mechanical skills: engine, electronics, refrigeration.
- 3 = Elbow grease for bottom work, varnishing and other upkeep.
- 4 = Cooking and cleaning skills.
- 5 = Ornamental skills. I look great in a bikini.
- 6 = Mental skills. I may not look like a playmate, but I don't think like one either.

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW — CRUISING

Bill Rogers, 55, (916) 243-7422 aft. 1800, 3800 Riverview Dr., Redding, CA 96001 exp 1 / wants 4,5 / offers 1,2,3,4.
 Matthew Haberstroh, 30, (415) 261-0760, 4701 San Leandro St., Oakland, CA 94601 exp 2 / wants 2,4 / offers 1,3,4,6.
 Gary D. Klatt, 45, (916) 223-4356, P.O. Box 2103, Redding, CA 96099 exp 3 / wants 4 / offers 1,2,3.
 Frank Stamey, 44, (619) 873-4500, 2630 Irene Wy., Bishop, CA 93514; P.O. Box 3624, Redondo Beach, CA 90277 exp 4 / wants 3,4 / offers 1,2,4.
 Russ Munsell, 46, 332-5373, 220 Redwood Hwy. #158, Mill Valley, CA 94941 exp 4 / wants 2,3,4,5 / offers 2,3.
 Whit Skaug, 25, (503) 752-1534, 319 N.W. 9th, Corvallis, OR exp 1 / wants 4,5 / offers 1,3.
 Byron Skaug, 57, (503) 485-2064, 2241, Ridge Way Dr., Eugene, OR exp 3 / wants 4,5 / offers 1,3.
 Kevin A. Walsh, 38, (415) 346-1486 S.F., exp 3 / wants 1,2,3,6 / offers 3,4,5,6.
 Paul Deits, 31, (707) 829-5730, P.O. Box 340, Graton, CA 95444 exp 2 / wants 1,2,4 / offers 1,2,3.
 Tim Shackelford, 28, (707) 527-6251 exp 2 / wants 1 / offers 1,3,6.
 Jason Appel, 57, (415) 686-4576 exp 2 / wants 2,4 / offers 1,3.
 Dale Torres, 39, (408) 578-4031, 39, 93 Coburn Ct., San Jose, 95139 exp 3 / wants 1 / offers 1,2,3,4,6.
 Phillip Moe, 62, (408) 374-0875 exp 2 / wants 1,3 / offers 1,2,3.
 Greg Tapalian, 27, (707) 528-9457 exp 1 / wants 3,4,5,6 / offers 1,3,6.
 Matt Novak, 37, 653-9356 Berkeley exp 3 / wants 1 / offers 2,3,6.

SOMETHING FOR EVERYBODY

MEN TO CREW — CONT'D

David Williams, 22, (209) 233-9153, 521 E. Pine, Fresno, CA 93728 exp 1 / wants 4 / offers 3,4.
 Cris Sena, 25, (415) 934-6259 exp 2 / wants 4,5 / offers 2,3,4.
 Wayne Smith, 36, (206) 426-0557, N2841, Sunnyside Rd., Shelton, WA 98584 exp 3 / wants 3,4,5 / offers 1,2,3,4.
 Bill Homan, 28, (415) 346-4528, (415) 986-4200, 2999 California St. #35, San Francisco, CA 94115 exp 3,4 / wants 3,4 / offers 1,3,4,6.
 John Stonich, 40, (408) 971-2002 wk; (408) 353-3948 hm. exp 3 / wants 3,4,5 / offers 1,2,3,4.
 C.J. 'Skip' Newell, 44, (415) 724-4964 exp 2 / wants 1,6 / offers 2,3.
 Thomas Geoffroy, 41, 472-6783, 655 Wakerobin, San Rafael, CA 94903 exp 2 / wants 1,2,5 / offers 1,3,4.
 Bowen Dwell, 18, 826-2266, 1379 Church St., San Francisco, CA 94114 exp 2 / wants 1,2,4,5,6 / offers 3,6.
 John, 30, (415) 656-4542 exp 3 / wants 1,2,3 / offers 1,2,3,4,6.
 Frank Ansak, 28, (415) 383-0548, 123 Reed Blvd., Mill Valley, CA 94941 exp 4 / wants 3,4 / offers 1,3.
 George A. Bell, 39, (408) 241-1997 exp 2 / wants 1 / offers 1,2,3.
 George Rooney, 30, P.O. Box 116, San Anselmo, CA 94960 exp 4 / wants 2,3,4 / offers 2,3.
 Michael Hickey, 30, (415) 752-4994, 3860 Sacramento St., San Francisco, CA 94118 exp 2,3 / wants 1,2,3,4,5 / offers 1,3.
 John Bell, 42, (415) 947-5795, 1440 Creekside #14, Walnut Creek, CA 94596 exp 4 / wants 1,3,4 / offers 1,2,3,4.
 Howard Marantz, 46, (415) 389-8902 exp 2 / wants 4 / offers 1,2,3,4,5,6.
 Len Tiemann, 51, (415) 792-1539 exp 4 / wants 1 / offers 3.
 Larry Young, 35, (415) 564-3901 exp 4 / wants 1 / offers 2,4.
 Neal Evan Dry, 33, (415) 648-2775; (808) 572-0438 exp 3 / wants 3,4 / offers 1,3.
 Jim Conway, 29, (415) 941-5614, 520 Palm St., Los Altos, CA 94022 exp 3 / wants 1,2,6 / offers 1,2,3,4.
 Bruce Person, 31, (916) 482-1835 exp 1.5 / wants 1 / offers 1,3,medical.
 Rick Gordon, 46, (415) 283-7363 exp 3 / wants 2,3 / offers 2,3,4.
 Uwe Langmesser, 37, (415) 332-0169, 2101 Bridgeway, Sausalito, CA 94965 exp 3 / wants 1,2 / offers 2,6.
 Frank Magnotta, 41, (415) 422-7285 days; (415) 947-1463 eves. exp 3 / wants 1,2,3,4 / offers 1,2,3,4.
 Denis Halliday, 41, (415) 843-2493, 1831 Arch St., Berkeley, CA 94709 exp 2 / wants 2,4,5 / offers 3,4.
 Allen Belcher, 33, (408) 847-1025 exp 3 / wants 3,4 / offers 1,2,3,4,6.
 Ian Wilson, 40, (916) 622-6208, P.O. Box 21, Grizzly Flat, CA 95636 exp 3,4 / wants 3 / offers 1,3,4.
 Gregory Paul Sieben, 23, (415) 893-6373, 1289 Bates Rd., Oakland, CA 94610 exp 3 / wants 1,2,3,4,5,6 / offers 2,3,4,5,6.
 Craig Calfee, 26, 431-6315, 691 Minna, San Francisco, CA 94103 exp 4 / wants 1,3,4,5 / offers 2,3,6.
 Tom McCall, 58, (408) 353-1665 Santa Cruz exp 2,3 / wants 1,2,3 / offers 1,3,4,6.
 Robert Martinelli, 25, (415) 524-4170, 851-2366, 918 San Benito Rd., Berkeley, CA 94707 exp 4 / wants 4 / offers 1,2,3,4.
 John Littlewood, 27, 668-0831 exp 2 / wants 1 / offers 3,4.
 Peter K. Laflamme, 45, (604) 733-3536 wk, #221 1665 W. Broadway, Vancouver, BC, V6J 1X1 exp 4 / wants 2,3,4 / offers 1,2.
 Walter Moch, 60, 547-4671, 141 Bell Ave., Piedmont exp 3 / wants 1 / offers 6.
 Marc S. Chiz, 37, 457-6226, 145 Woodside Dr., S.A., CA 94960 exp 1 / wants 3,4 / offers 3,4,6.
 Richard Fairall, 60, (916) 635-4480 Sacramento exp 2 / wants 1,2 / offers 1,2,3,4,6.
 Dennis Lowry, 44, (707) 255-9523, 58 Chapel Hill Dr., Napa, CA 94559 exp 2 / wants 1 / offers 1,2,3,4.
 Robert Wyess, 32, (916) 756-3443, 623 Arthur St., Davis, CA 95616 exp 1 / wants 1 / offers 1,3,4,5,6.
 Geoffrey Gudewill, 29, (415) 668-9576 hm; (415) 981-2500 ext. 623 wk. exp 1,2 / wants 1 / offers 1,3.
 Leonard Lee, 25, (415) 362-3710 exp 1 / wants 1 / offers 2,6.
 George Good, 46, (209) 478-4663, (415) 652-4663, P.O. Box 7575, Stockton, CA 95207 exp 3 / wants 1 / offers 1,2,3,4,6.
 Al Greene, 45, 523-8195 Alameda exp 2 / wants 1.
 Ray Prendergast, 63, (408) 866-8939, Box 7272, San Jose, Ca 95150 exp 3 / wants 1 / offers 3.

MEN TO CREW — CONT'D

Rick Readinger, 33, (415) 687-3760, 3051 Treat Blvd. #54, Concord, CA 94518 exp 1 / wants 1,2,3,4 / offers 2,3,4.
 Bill Merritt, 32, (415) 475-0414, 388-0740, 339 Dolan, Mill Valley, CA 94941 exp 2 / wants 1,2,3,4 / offers 2,4,6.
 Bill Williams, 41, (916) 786-8882 exp 3 / wants 1,2,3 / offers 2,3.
 Joel Waldman, 59, (408) 739-5876, 720-A Blair Ct., Sunnyvale, CA 94087 exp 3 / wants 1,2,3,4,5 / offers 1,2,3.
 Daniel A. Granahan, 33, (415) 352-2949 exp 1 / wants 1 / offers 1,2,3.
 Dick Jordan, 41, (415) 457-3953 hm; (415) 883-8268 wk. exp 3 / wants 1 / offers 6.
 Allen Howard, 39, (415) 456-3092 exp 2 / wants 1,2,3 / offers 2,3,4,6.
 John Stashik, 41, (415) 235-2195 exp 3 / wants 1,2,3 / offers 1,3,4,6.
 Ray Young, 58, (415) 897-3229 exp 3 / wants 1,5 / offers 1,2,3,4,5,6.
 Donald K. Settles, 66, (209) 668-8223, P.O. Box 1826, Turlock, CA 95381 exp 1,2 / wants 1 / offers 2,3,4.
 Ken Reich, 26, (415) 527-8960, 765 Taft, Apt. B, Albany, CA 94706 exp 4 / wants 2,3,5 / offers 3,4.
 Kevin Kelly, 23, 1750 7th Ave., Santa Cruz, CA 95062 exp 3 / wants 3,4 / offers 1,3,4.
 Andrew Ziverts, 33, (707) 253-2123, 1131 Shar Circle, Napa, CA 94559 exp 2 / wants 1,2,3 / offers 2,3,6.
 Walter Karshat, 25, 843-1750, 7001 California St., #101, San Francisco, CA 94121 exp 3 / wants 1,2 / offers 1,2,3,4,6.
 Erik Menzel, 23, (415) 324-9652, 24 Y Manzanita, Sanford, CA 94305 exp 3 / wants 3,4 / offers 2,3,4,6.
 Ben Spicer, 49, 824-5457 San Francisco exp 4 / wants 1,3 / offers 1,3,4.
 Eli L. Geller, 52, (415) 381-9841 exp 3 / wants 1,2,3,4 / offers 1,2,3.
 Anton Seckowitz, 47, (415) 924-0735, 28 Buena Vista Ave., Corte Madera, CA 94925 exp 3 / wants 1,3 / offers 1,3,6.
 Marshall Jainchill, 40, 461-5912 exp 2 / wants 1,3 / offers 1,3.

WOMEN TO CREW — CRUISING

Denise, 40, (415) 731-8850, P.O. Box 27579, San Francisco, CA 94127 exp 2 / wants 1 / offers 3.
 Tee, 58, (415) 523-3399, Box 1623, Alameda, CA 94501 exp 3 / wants 1,2 / offers 3,4,6.
 Barbara Grant, 39, (707) 829-5148 Sebastopol exp 3 / wants 1,2 / offers 3,4,5,6.
 Debbie, 27, (408) 435-6213 exp 2 / wants 1 / offers 3,4.
 Linda De Bisschop, 39, (415) 883-1676; (415) 456-1060 wk. exp 2 / wants 1 / offers 3,4,5,6.
 Julia Paulisch, 27, (212) 678-2577, 276 Riverside Dr. 3B, NYC, 10025 exp 3 / wants 4 / offers 1,2,3,4,5,6.
 Karen, 27, (916) 487-4188 exp 1 / wants 1,2,4,5 / offers 1,3,4,6.
 Dena, 42, (415) 945-1053 Walnut Creek exp 3 / wants 1,2,6 / offers 1,3,4,5,6.
 Susan, 30's, 661-7432 exp 3 / wants 1,3,4 / offers 1,3,4,5,6.
 Brenda, 26, 1234 Dewey Ave., Los Angeles, CA 90006 exp 2 / wants 3,4,5 / offers 1,3,4.
 Kate & Brenda, 28/26, (213) 380-0169, 1234 Dewey Ave., Los Angeles, CA 90006 exp 2 / want 2,3,4,5 / offer 1,3,4.
 J.J., 22, (408) 738-3749; (415) 327-3821 exp 1 / wants 1 / offers 2,3,4.
 Beata, 40, 109 Moses Hall, UC Berkeley, CA 94720 exp 3 / wants 1,4 / offers 1,2.
 Marsha Babcoke, (916) 685-2112 exp 3 / wants 1.
 Jane Austin, 35, (415) 441-1317, 1245 California #601, San Francisco, CA 94109 exp 2 / wants 1,2,3,4 / offers 1,4,5,6.
 Nicki Kikes, 33, 832-2821 exp 2 / wants 1 / offers 3,4,5,6.
 Leslie, 30, (415) 771-6036 exp 1 / wants 1 / offers 4,5.
 Beth Weissman, 30's, (415) 681-8695 exp 3 / wants 1,3 / offers 1,2,4,6.
 Marilyn, 47, 383-8218 exp 3 / wants 1 / offers 6.
 Dominique J. Beccat, 36, (619) 270-2533, 4639 Pico St. #3, San Diego, CA 92109 exp 3 / wants 2,3,4 / offers 1,3,4.
 Becky Failor, 34, (415) 422-5316 wk; (415) 449-9054 hm. exp 2 / wants 1 / offers 1,4,6.
 Sheila F., 24, (415) 533-5515 exp 2,4 / wants 3,5 / offers 3,4,5,6.
 Birgit, 22, 441-6709, P.O. Box 411074, San Francisco, CA exp 4 / wants 1,3,4,5 / offers 2,3,4.
 Eileen, 33, 787-1663 msg/eves, c/o The News, P.O. Box 2190, Walnut Creek, CA 94595 exp 2 / wants 1,2,3,4 / offers 3,4,5,6.
 Raya, 43, (415) 592-3933 exp 3 / wants 1 / offers 3,4,5,6.
 Rita, 24, (415) 872-2243 exp 3 / wants 1,4 / offers 1,3,4.
 Susan, 40, (415) 592-7574, (415) 858-3455 exp 2 / wants 1,3 / offers 6.

1988 CREW LIST:

WOMEN TO CREW — CONT'D

Michelle, 35, (415) 845-6255 msg., 14412 Greenleaf St., Sherman Oaks, CA 91423 exp 4 / wants 1,2,3,4,5 / offers 1,3,4,6.
 No name listed, 28, 387-SAIL exp 3 / wants 1 / offers 3,4,6.
 Jan, 48, (415) 724-8034 exp 2 / wants 1 / offers 3,4,6.
 Kate, 34, (415) 931-6547 exp 3 / wants 1 / offers 3,4,6.
 Alexandra Dixon, 32, (415) 563-3036, 1665 Chestnut St., Box 106, San Francisco, CA 94123 exp 3 / wants 1,2,3,4,5 / offers 1,3,4,5,6.
 Bonnie, 45, (415) 652-1426 exp 2 / wants 1 / offers 3,4,5,6.
 Kristine Gildersleeve, 20, (415) 325-1962, 893 Sharon Ct., Palo Alto, CA 94301 exp 4 / wants 4 / offers 4.
 Susan, 32, 834-3464 exp 2 / wants 1 / offers 3,4,6.
 Robin, 36, (415) 357-8500 exp 2 / wants 1,2,3,4,6 / offers 4,6.
 Madeline, 38, c/o Co-Energy Technology, P.O. Box 5009, Mill Valley, CA 94942 exp 2 / wants 1,5 / offers 1,3,4,6.
 Jody Parker, (415) 891-4542 wk; (415) 751-5483 hm. exp 2 / wants 1 / offers 1,3,4.
 Joan, 30, (415) 992-8790 exp 3 / wants 1,2,3,4,5,6 / offers 3,4,5,6.
 Toni Berkeley, 44, 848-8287 exp 3 / wants 1,5 / offers 3,4,5,6.
 Wendy J.R. Wilcoxon, 48, (415) 382-0930, 131 Sunrise Ln., Novato, CA 94949 exp 2 / wants 1 / offers 3,4,6.
 Nancy Shipley, 49, 322-5530 exp 2 / wants 1,6 / offers 2,3,6.
 Liberty, 28, (415) 386-6934 exp 2 / wants 1,2 / offers 4,6.
 Samantha, 29, (415) 925-9347 exp 1 / wants 1 / offers 4,6.
 Suzanne, 27, (415) 883-4457; (916) 753-6400. exp 2 / wants 1 / offers 3.
 Margaret, 31, (415) 931-8759 exp 2 / wants 1 / offers 1,3,6.
 Louise, 37, (408) 275-9964, 319 North Third #2, San Jose, CA 95112 exp 3 / wants 1 / offers 3,4,6.
 Carol G., 36, (415) 769-5233 wk. exp 3 / wants 1 / offers 3,4,6.
 Teresa Skaggs, 24, (415) 845-7722 exp 3 / wants 3 / offers 3,4.
 Belinda-Anne Yeo, 24, (415) 567-0690, 3363 Washington St., San Francisco, CA 94118 exp 2 / wants 4 / offers 3,4,5.
 Alice, 32, (415) 661-9072 exp 2 / wants 1,6 / offers 3,6.
 Paulette, 43, 331-888 wk. exp 1 / wants 1 / offers 4.
 Linda, 38, (415) 986-0466 exp 3 / wants 1,2 / offers 1,6.
 Marjorie, 37, (415) 344-4221 exp 2 / wants 1 / offers 4,5.
 Hallie, 26, (408) 246-1869 exp 1 / wants 1 / offers 4,6.
 Corey, 24, (808) 669-8388, P.O. Box 12182, Lahaina, HI, 96761-7182 exp 3 / wants 4 / offers 1,3,4.
 Doris, 46, 586-2764 exp 2 / wants 1 / offers 3,4,6.
 Erica Baum, 28, 594-9075 exp 1 / wants 1 / offers 4.
 Alison Stime, 26, 573-5770 exp 1 / wants 1 / offers 4,5.
 Alexa, 38, 571-0763 Foster City exp 3 / wants 1 / offers 3,4.
 Elaine, 34, (415) 388-4469 exp 2 / wants 1 / 3,4,6.
 Marina, (415) 381-0123, P.O. Box 636, Mill Valley, CA 94942 exp 2,3 / wants 1,3 / offers 4,5,6.
 Virginia, 30, (415) 883-3727 exp 2 / wants 1 / offers 3,6.
 Ann, 36, P.O. Box 546, Sausalito, CA 94966 exp 3 / wants 1,3 / offers 1,4.
 Karen Folger & Kathy Hutton, 29/24, 864-7784, 50 Oakwood, San Francisco, CA 94110 exp 3 / wants 4 / offers 1,3,4,6.
 Elaine, 29, (408) 886-2492 exp 2 / wants 1 / offers 3,4,5,6.
 Deb & Lori, 30, Box 125, Albion, CA 95410 exp 1 / wants 2,3,4 / offers 1,2,3,4,6.
 Janet, 43, 472-4082 exp 1,2 / wants 1,2,3 / offers 1,3,4,6.
 Mari, 34, 453-8349 exp 3 / wants 1 / offers 5,6.
 Becky, 36, 388-2302 exp 1 / wants 1 / offers 5,6.
 Cassiopea, 38, (707) 763-4741 exp 4 / wants 1,3,4,5 / offers 1,3,4,5,6.
 Laine, 34, 921-5620 exp 2 / wants 1 / offers 4,5,6.
 Joanna Apostolos, 25, 566 Vallejo St. #23, San Francisco, CA 94133 exp 2 / wants 1 / offers 1,5,6.
 Stacy Have, 25, 1320 Lombard St. #303, San Francisco, CA 94109 exp 2 / wants 1 / offers 1,5,6.
 Jeannine, (408) 279-8681 exp 3 / wants 1 / offers 1.
 Emily Livsey, 43, (408) 377-2359 exp 3 / wants 1,2,3 / offers 3,4,5,6.
 Barbara Abshier, 46, (408) 353-1877 exp 2 / wants 1,5 / offers 1,4,5,6.
 Kerin Bombarde, 26, (415) 641-5874 exp 2 / wants 1 / offers 3.
 Cathy, 39, (415) 845-1833 exp 3 / wants 1,6 / offers 3,4,6.
 Barbara Messick, 40, 752-8697 hm. exp 3 / wants 1 / offers 4,5,6.
 Kathleen Ryser, 37, 258-0309, 516 5th Ave., San Rafael, CA 94901 exp 1 / wants 1,3 / offers 3,4,6.
 Carole, 42, (408) 733-6385 exp 3 / wants 1,2,3 / offers 1,2,4.
 Joan Branoreth, 53, 1-(403) 247-5080, 7-3302 50 St. N.W. Calgary, Alta. Canada T3A 2C6 exp 2 / wants 2,3,5 / offers 1,3,4,6.
 Cathy, 33, P.O. Box 4199, Menlo Park, CA 94026 exp 3 / wants 1 / offers 3.

COUPLES TO CREW — CRUISING

Jim & Barbara Rainforth, 40/39, (415) 726-2109 hm; (415) 852-5152 wk. exp 3 / want 2,4 / offer 1,2,3.
 David Meyer & Gini, 30's, 1700 Broadway, Apt. 606, San Francisco, CA 94109 exp 1 / want 1 / offer 2,3,4,5,6.
 James & Eileen Fraser, 52, (408) 779-6195, P.O. Box 1647, Morgan Hill exp 1 / want 1 / offer 1,2,3,4,6.
 David & Karen Sprague, 40/32, (415) 372-9416 exp 2 / want 1,6 / offer 1-6.
 Herman & Jeane Miller, 62/51, (209) 948-3111, P.O. Box 1769, Stockton, CA 95201 exp 3 / want 3,4 / offer 2,4,6.
 Martha Berner & Andy Casotto, 30/27, 323-1061, 549-3649, 460 Ravenswood, Menlo Park, CA 94025 exp 2 / want 4 / offer 1,2,3,4.
 Tom & Diana Sweet, 45/43, (602) 866-1622, 15427 N. 2nd, Phoenix, AZ 85023 exp 2,3 / want 4 / offer 1,2,3,4,6.
 Jeff & Sandy Della Penna, 31/26, (916) 442-8842, 2620 I St., Apt. D, Sacramento, CA 95816 exp 1 / want 1,5 / offer 1,3,4,6.
 Tim & Marie Sullivan, 26/26, (415) 548-7281 exp 1 / want 1 / offer 2,3,4.
 Peter & Elizabeth Garbrielle, 40, (415) 443-9029 exp 2 / want 1 / offer 3,4.
 Shelley & Brad Wentworth, 30's, (408) 255-8607, P.O. Box 70602, Sunnyvale, CA 94086 exp 1 / want 1,3 / offer 1,2,3,4,5,6.
 Bill & Annamaria Nelson, 40's, (415) 490-2526 exp 3 / want 1 / offer 3,4.
 Michael & Laura, 29/26, 552-0848; 641-9467 exp 1,3 / want 1,4 / offer 3,4,6.
 Bill & Sally Huber, 32/28, (916) 694-2222, P.O. Box 233, Kirkwood, CA 95646 exp 3 / want 3 / offer 1,2,3,4.

DAYSAILORS LOOKING FOR CREW

MEN WITH BOATS FOR DAYSAILING

Mike Malone, 48, 321-7719 hm, 852-7348 wk; Thom Rose, 33, (209) 224-8373, (209) 225-7250 Fresno; Ray Young, 58, (415) 897-3229; Ed Kuhn, Box 71101, Oakland, CA 94612; Tom McCall, 58, (408) 353-1665 Moss Landing; Wolfgang Nothnagel, 60, 592-5747; Marv Steinbock, 60, P.O.B. 6595, Santa Rosa, CA; Ernie, 48, (415) 493-2499; Bob A. Dries, 43, (415) 864-8522; Roger A. McRae, 29, 799-1443, 523 Vallejo Ave., Rodeo, CA 94572; Neil Bisbee, 39, 2440 16th St. #250, San Francisco, CA 94103; Chip Edin, 44, 930-7734; Steve Choy, 33, P.O. Box 1871, Capitola, CA 95010; Larry, 70, 267 Amherst Ave., Kensington, CA 94708; Jerry Furst, 41, (415) 228-3888; Ward Johnson, 60, 522-5393, 494-6660; Brian Bracken, 43, 937-9010, 24 Hagen Oaks Ct., Alamo, CA 94507; John Stashik, 41, (415) 235-2195; Rob Schoenlank, 65, (415) 726-7970 Half Moon Bay; Dave Lenschmidt, 44, (415) 521-1667; Jim Martini, 60, (916) 424-1947 eves; George Good, 40, (209) 478-4663, (415) 652-4663, P.O. Box 7575, Stockton, CA 95207; Patrick Williamson, 40, (707) 829-2194, boat in San Rafael; Bob Adams, 38, (415) 326-7184; Jeff Sampson, 33, 469-9852; Bruce, 33, (415) 365-5320; Stan Hofer, 43, (415) 952-1921 hm, (415) 876-6283 wk aft 3 p.m.; Kurt, 50, 588-3039; Perry Broz, 65, (415) 587-5824; Bob Miller, 47, 877-2381 wk, P.O. Box 281802, SFO Intl. Airport, S.F., CA 94128; Gary Lawrence, 34, (415) 523-3403; Dick Jablecki, 51, (408) 244-3895; Stan Starkey, 51, (415) 422-0298; L. Bergman, 58, 1175 San Raymundo Rd., Hillsborough, CA 94010, avail. aft. 5/1/88; Rick Drain, 30, (415) 583-9594, P.O. Box 351, So. San Francisco, CA 94083-0351; Daniel Wallace, 33, (415) 655-0262, P.O. Box 20513, Oakland, CA 94620; Daniel A. Granahan, 33, 352-2949; Steve, 29, (415) 547-4800; Scott Henry, 32, (415) 967-7022; Gene Bennett, 31, 343-6415; Andy Lutz, 27, (408) 737-2042; Michael Hickey, 30, (415) 752-4994, 3860 Sacramento St., San Francisco, CA 94118; Hans Lowhurst, (415) 366-2874 Woodside; John, 30, (415) 656-4542; Daryl Kruschke, 32, (707) 252-2368 hm, (707) 255-1811 wk; Russell Breed, 34, (415) 973-4637; Kirk Williams, 34, 763-4164; Joe Schmidt, 44, (415) 875-3404 days, (415) 592-9783 eves; Sy Gold, 54, (916) 753-2001; Jon Hansen, 42, (415) 588-6887, 331-9577, 220 Lake Dr., San Bruno, CA 94066; Dave Lenschmidt, 44, 521-1667; Doug Randall, 24, (415) 382-0839; Gerhard Flemming, 48, (415) 365-3722; Richard Patrone, 37, 826-4492; John Bales, 44, (916) 577-1840, P.O. Box 11742; Tahoe Paradise, CA 95708; Henri Van Wandelen Jr., 30, (415) 369-3847, P.O. Box 5112, Redwood City, CA 94063; Rick Seapeace, 39, 459-2913; Jim McLarney, 47, (408) 243-1888; Richard Landis, 33, (707) 257-8059; John Roemer, 37, (415) 367-1268.

WOMEN WITH BOATS FOR DAYSAILING

Maggie, 49, (916) 962-0426; Sally Jackson, 44, (415) 834-8921 Oakland; Gail Lundin, 55, 523-1383; Laurie Miller, 41, (415) 237-6122 El Cerrito;

COUPLES WITH BOATS FOR DAYSAILING

Dick Satholm, (916) 638-3033, 2472 Berrywood Dr., Rancho Cordova, CA 95670; Bob Grinstead, 64, (415) 934-7424 hm, (415) 944-2077 wk; Tom & Dixie McCall, 58/25, (408) 353-1665 Moss Landing; Carole, 42, (408) 733-6385; Maryellen & Jerry Haddock, 40/50, (415) 687-5238; Dennis Potoczny, 40, (415) 769-7637; Fred Reust, 45, 4178 Foster Lane, El Sobrante, CA 94803; Gerald Eliaser & Zella Miller, (707) 887-2171, 11055 Sequoia Rd., Forestville, CA 95436.

CREW LOOKING FOR DAYSAILING

MEN FOR CASUAL DAYSAILING

Ray Young, 58, (415) 897-3229; Jim Gallagher, 55, (415) 435-3406; Jim Podolske, 35, (415) 849-3166, Berkeley; John Stonich, 40, (408) 971-2002 wk, (408) 353-3948 hm; Jerry Furst, 41, (415) 228-3888; Bob Adams, 38, (415) 326-7184; Craig Stranahan, 36, 629-9932, 4683 Tango Way, San Jose, CA 95111; Michael Hickey, 30, 3860 Sacramento St., San Francisco, CA 94118; George A. Bell, 39, (408) 241-1997; George Good, 46, (209) 478-4663, (415) 652-4663, P.O. Box 7575, Stockton, CA 95207; Ron Carrasco, 39, (707) 523-4743 Santa Rosa; John Stashik, 41, (415) 235-2195; Allen Howard, 39, (415) 456-3092; Dick Jordan, 41, (415) 457-3953 hm, (415) 883-8268 wk; Daniel Granahan, 33, 352-2949; Joel Waldman, 59, (408) 739-5876, 720-A Blair Ct., Sunnyvale, CA 94087; Bill Williams, 41, (916) 786-8882; Rick Readinger, 33, 687-3760; Ray Prendergast, 63, (408) 866-8939; Box 7272, San Jose, CA 95150; Bill Merritt, 32, 388-0740, 475-0414; Al Greene, 45, 523-8195 Alameda; Frank Magnotta, 41, (415) 422-7285 days, (415) 947-1463 eves; Craig Kauffman, 34, (415) 668-9112, Box 6795, San Francisco, CA 94101; Kevin A. Walsh, 38, (415) 346-1486; Donald K. Settles, 66, (209) 668-8223, P.O. Box 1826, Turlock, CA; Eli L. Geller, 52, (415) 381-9841; Richard Landis, 33, (707) 257-8059; Anton Selkowitz, 47, 924-0735; Marshall Jainchill, 40, 461-5912; Steve K., 41, (415) 329-0471; Ben Spicer, 49, (415) 824-5457.

WOMEN FOR CASUAL DAYSAILING

Paulette, 43, 331-8888 wk, M-F; Marjorie, 37, (415) 344-4221; Tee, 58, 523-3399, Box 1623, Alameda, CA 94501; Alison Stime, 26, 573-5770; Erica Baum, 28, 594-9075; Denise H., 40, 731-8850; Dena, 42, (415) 945-1053; Suzanne Tumicki, 31, (415) 383-5725; Sandy, 35, 1000 Ashbury St. #1, San Francisco, CA 94117; Maggie, 49, (916) 962-0426; Virginia, 30, (415) 883-3727; Nancy Shipley, 49, 322-5530; Margaret, 31, (415) 931-8759; Jillia Mecleisos, 31, 18 Murgury Ct; Suzanne, 27, (415) 883-4457; (916) 753-6400; Dee, 49, Box 27, Graton, CA 95444; Constance Chirco, 33, 461-2067; Michelle, 36, P.O. Box 83, Calistoga, CA 94515-0083; Susan & Robin, 30's, (415) 387-4177; Linda DeBisschop, 39, (415) 883-1676, (415) 456-1060; Barbara, 31, 668-3716; Sandra, 31, (415) 820-5343; Debbie Keldsen, 27, 897-3913 hm, (707) 778-8055 wk; Barbara Grant, 39, (707) 829-5148 Sebastopol; Sue B., 28, 787-1663 msg/eves, (408) 996-2268; Eileen, 33, 787-1663 msg/eves, c/o The News, P.O. Box 2190, Walnut Creek, CA 94595; Becky Faylor, 34, (415) 422-5316 wk, (415) 449-9054 hm; Cindy, 32, (415) 285-3404; Susan, 40, (415) 592-7574; Robin, 36, (415) 357-8500; Bonnie, 45, (415) 652-1426; Kristine Gildersleeve, 20, (415) 325-1962; Susan, 32, 834-3464; Alexandra Dixon, 32, (415) 563-3036, 1665 Chestnut St. Box 106, San Francisco, CA 94123; Kate, 34, (415) 931-6547; Jan, 48, (415) 724-8034; No name, 28, 387-SAIL; Michelle, 35, msg: (415) 845-6255; Cathy, 33, P.O. Box 4199, Menlo Park, CA 94026; Leslie, 30, (415) 771-6036; Kathleen Ryser, 37, 258-0309, 516 5th Ave., San Rafael, CA 94901; Beata, 40, 109 Moses Hall, UC Berkeley, CA 94720; Marsha Babcoke, (916) 685-2112; Jane Austin, 35, 441-1317; Nickl Kikes, 33, 832-2821; Jody Parker, (415) 891-4542 wk, (415) 751-5483 hm; Joan, 30, (415) 992-8790; Marjorie W., 37, 776-1008; Carol G., 36, (415) 769-5233 wk; Marilyn, 47, 383-8218; Marina, (415) 381-0123, P.O. Box 636, Mill Valley, CA 94942; Elaine, 30, (408) 986-2492;

WANT TO CO-CHARTER

I/we want to co-charter for _____ weeks in the _____ (spring, summer, fall, winter) of 1987.

Sailing experience:

- 1 = Little or none. I'll need a co-charter to skipper and give direction.
- 2 = Moderate. I sail regularly and have chartered before. Prefer co-charter of at least equal proficiency.
- 3 = Lots. I've sailed and/or chartered many types of boats and am a competent skipper. Would be willing to co-charter with less experienced party.

I/we prefer to co-charter:

- 1 = Bareboat (we sail).
- 2 = Crewed (professional skipper and/or crew.)
- 3 = With other couples.
- 4 = With other singles.
- 5 = A 30- to 40-foot boat with one or two other people.
- 6 = A medium (40-to-55-foot) with four to six other people.
- 7 = A large boat 60 feet or more, the more co-charterers the merrier.
- 8 = Big O. Latitude 38's crewed Ocean 71 in the Caribbean. (You will be contacted by Latitude 38.)

I/we want to charter:

- 1 = San Francisco Bay.
- 2 = Southern California.
- 3 = Mexico.
- 4 = Hawaii.
- 5 = Pacific Northwest.
- 6 = Caribbean.
- 7 = Mediterranean.

WOMEN FOR DAYSAILING — CONT'D

Emily Livsey, 43, (408) 377-2359; Janet, 43, 472-4082; Mari, 34, 453-8349; Becky, 36, 388-2302; Laine, 34, 921-5620; Jeannine, (408) 279-8681; Barbara Abshier, 46, (408) 353-1877; Cathy, 39, 845-1833; Leilani Green, 23, (415) 946-4744 wk, (707) 746-5191 hm, 1205 W. 5th St., Apt. B, Benicia, CA 94510; Barbara Messick, 40, 752-8697 hm.

COUPLES FOR CASUAL DAYSAILING

Peter & Elizabeth Gabriele, 40, (415) 443-9029; Martha Berner & Andy Casotto, 30/27, 523-1060, 549-3649, 460 Ravenswood, Menlo Park, CA 94025; J & C Hamilton, 25/29, (415) 965-0866; Herman & Jeane Miller, 62/51, (209) 948-3111, P.O. Box 1769, Stockton, CA 95201; James & Eileen Fraser, 52, (408) 779-6195, Box 1647, Morgan Hill, CA; Frank & Becky, 42/34, (415) 422-5316 wk, (415) 449-9054 hm; Dick Satholm & Linda Fabian, (916) 638-3033, 2472 Berrywood Dr., Rancho Cordova, CA 95670; Geoff & Felicia Gudewill, 29/26, (415) 668-9576 hm, 981-2500 x623 wk; Brad & Shelley Wentworth, 30's, (408) 255-8607, P.O. Box 70602, Sunnyvale, CA 94086; David & Olivia Webster, 37/32, (415) 790-1850, 3698 Turner Ct., Fremont, CA; Michael & Laura, 29/26, 552-0848, 641-9467; Annemarie & Bill Nelson, 40's, (415) 490-2526; Sue & John, 43, 526-2216 El Cerrito; Andrew & Roberta Ziverts, 29/33, (707) 253-2123, 1131 Shar Circle, Napa, CA 94559; Diana & Walter Karshat, 25, (415) 843-1750, 7001 California St., #101, San Francisco, CA 94121; R. Sprofera, (415) 771-5121, 1111 Bay St. #202, San Francisco, CA 94123.

1988 CREW LIST: SOMETHING FOR EVERYBODY

PEOPLE WANTING TO CO-CHARTER

MEN WANTING TO CO-CHARTER

Steve Pringle, 33, (415) 550-1398 exp 3 / prefer 1,4 / want 1.
John Stashik, 41, (415) 235-2195, anytime exp 3 / prefer 1,3,4,5,6 / want 1,2,3,4,5.
Daniel A. Granahan, 33, (415) 352-2949 exp 1 / prefer 1,2,8 / want 1.
Dick Jordan, 41, (415) 457-3953 hm; (415) 883-8268 wk; 26 weeks in the spring/fall of 1988 exp 3 / prefer 1,3,4,5,6 / want 1.
Dick Sahholm, (916) 638-3033, 2472 Berrywood, Rancho Cardova, CA 95670, 3 cruises, 2 weeks each planned, summer 1988 exp 3 / prefer 1,3,4,6 / want 3,6, Pacific.
Newt Crawford, 63, (916) 944-3247, one week in August 1988 exp 3 / prefer 1 / want 5.
Bob A. Dries, 43, (415) 864-8522, 2-3 weeks in the summer/fall of 1988 exp 2 / prefer 1,3,4,6,7 / want 2,3,4,5,6,7.
Emmanuel Uren, 52, (415) 552-2860, 2 weeks in the summer/fall of 1988 exp 2 / prefer 1,6 / want 4,6,7.
John Stonich, 40, (408) 971-2002 wk; (408) 393-3948 hm; anytime exp 3 / prefer 1,3,4,5,6,7 / want 1,2,3,4,5.
Stan Starkey, 51, (415) 422-0298, up to 4 weeks, anytime exp 3 / prefer 1,4,6,7 / want 7, other exotic ports.
Dick Jablecki, 51, (408) 244-3895, 1-2 weeks in 1988 exp 3 / prefer 1,4,5 / want 3, Baja.
Marv Steinbuck, 60, P.O. Box 6595, Santa Rosa, CA 95406, spring/summer 1988 exp 2 / prefer 1,4,5 / want 3,6.
Hans Lowhurst, (415) 366-2874 Woodside, 1-4 weeks, anytime exp 3 / prefer 1,4,6,7,8 / want 3,4,6,7.
Eli L. Geller, 52, (415) 381-9841, 1-2 weeks in the summer of 1988 exp 2 / prefer 1,4,5 / want 1.
Anton Seckowitz, 47, 924-0735, 2 weeks any season exp 3 / prefer 1,3,4,6 / want 1,3,6.
Marshall Jainchill, 40, 461-5912, 2 weeks any season exp 2 / prefer 1,3,4,6 / want 1,3,6.

WOMEN WANTING TO CO-CHARTER

Robin, 36, (415) 357-8500, 2 weeks in the winter of 1988 exp 1 / prefer 1,3,4,5,6 / want 3,6.
Kate, 34, (415) 931-6547, 2 weeks in the summer/fall of 1988 exp 2 / prefer 1,4,5 / want 6,7.
Joan Brandreth, 53, 247-5080, 7-3302 50 St. N.W., Calgary Alta, Canada T3A 2C6, 8 weeks in Greece, spring/summer/fall of 1988 exp 1 / prefer 1,2,4,6,7,8 / want 1,2,3,7.
Carole, 42, (408) 733-6385, 2 weeks in the summer/fall of 1988 exp 2,3 / prefer 1,3,4,5,6 / want 1,3,4,6,7.
Anna, 40's, 530-7838 hm, one week in 1988 exp 2 / prefer 5,6,7,8 / want 3,6.

Sally Jackson, 44, (415) 834-8921, 1 or 2 weeks in the fall/winter of 1988 exp 2 / prefer 2,8 / want 6.
Becky Failor, 34, (415) 422-5316 wk; 449-9054 hm, 1-2 weeks anytime after May 1988 exp 2 / prefer 1,5,6 / want 1,6, So. Pacific.
Emily Livsey, 43, (408) 377-2359, 1-2 weeks in the summer of 1988 exp 2 / prefer 1,4,5,6 / want 1,3.

COUPLES WANTING TO CO-CHARTER

Herman & Jeane Miller, 62/51, (209) 948-3111, 2-3 weeks in 1988 exp 2 / prefer 1,3,5 / want 6,7.
Maryellen & Jerry, 40/50, (415) 687-5238, fall/winter 1988 exp 2 / prefer 1,3,4,5,6,7,8 / want 3,4,6.
Becky & Frank, 34/42, (415) 422-5316 wk; 449-9054 hm, 1-2 weeks after May 1988 exp 2,3 / prefer 1,5,6 / want 1,6,8.
Peter & Elizabeth Gabriele, 40, (415) 443-9029, 2 weeks in the fall of 1988 prefer 1,3,6 / want 1,4,6,7.
Steve & Anita & Wayne & Jackie, 29, (415) 547-4800, 10 days in the spring of 1988 exp 2 / prefer 1,6 / want 3.

PEOPLE WANTING TO BOAT SWAP

PEOPLE WANTING TO BOAT SWAP

Robert Martinelli, 25, (415) 524-4170; (415) 851-2366; 918 San Benito Rd., Berkeley, CA 94707, Columbia 22 (Berkeley). Would like Hawaii, Australia, Mexico, Virgin Isles, for about 3 weeks in June-Dec. 1988.
Terry Caldwell, (916) 961-6666, 7739 Chaparral, Fair Oaks, CA 95628. Have berth in Delta, will swap for berth in Bay Area. One month spring/summer 1988.
Doug Randall, 24, (415) 382-0839, Columbia 26 MKII. Would like Portland, OR, for about one week in 1988.
Maryellen & Jerry Haddock, 40/50, (415) 687-5238, Watkins 36. Would like Hawaii, Mexico, Caribbean, for about 1-2 weeks in Nov/Dec. 1988.
Jim Ellis, 47, (408) 432-3619, 2900 Buzzard Lagoon Rd., Corralitos, CA 95070, Catalina 30. Would like the Virgins or Tahiti, for about 3-4 weeks, winter '88.
Vic Viviano, 48, (415) 521-1733, Islander 36. Would like Hawaii, Caribbean, So. Pacific, Mexico, for about 6 or more weeks, anytime.
Michael Hickey, 30, (415) 752-4994, 3860 Sacramento St., San Francisco, CA 94118, Ericson 123. Would like San Diego or British Columbia for about 2-4 weeks in July 1988.
Dick Jablecki, 51, (408) 244-3895, Catalina 27. Would like San Diego for about one week, summer 1988.

PARTY NOW ... SAIL LATER!

You're Invited To Join The Fun At
Latitude 38's Annual Crew List Parties

April 13	Tiburon	Corinthian Yacht Club
April 14	Oakland	Metropolitan Yacht Club
5:30 p.m. til 9:00 p.m.		

If you're listed on *Latitude 38's* 1988 Crew List, admission is free; if not, it's \$5.00 for crew looking for boats, and \$1.00 for boatowners looking for crew.

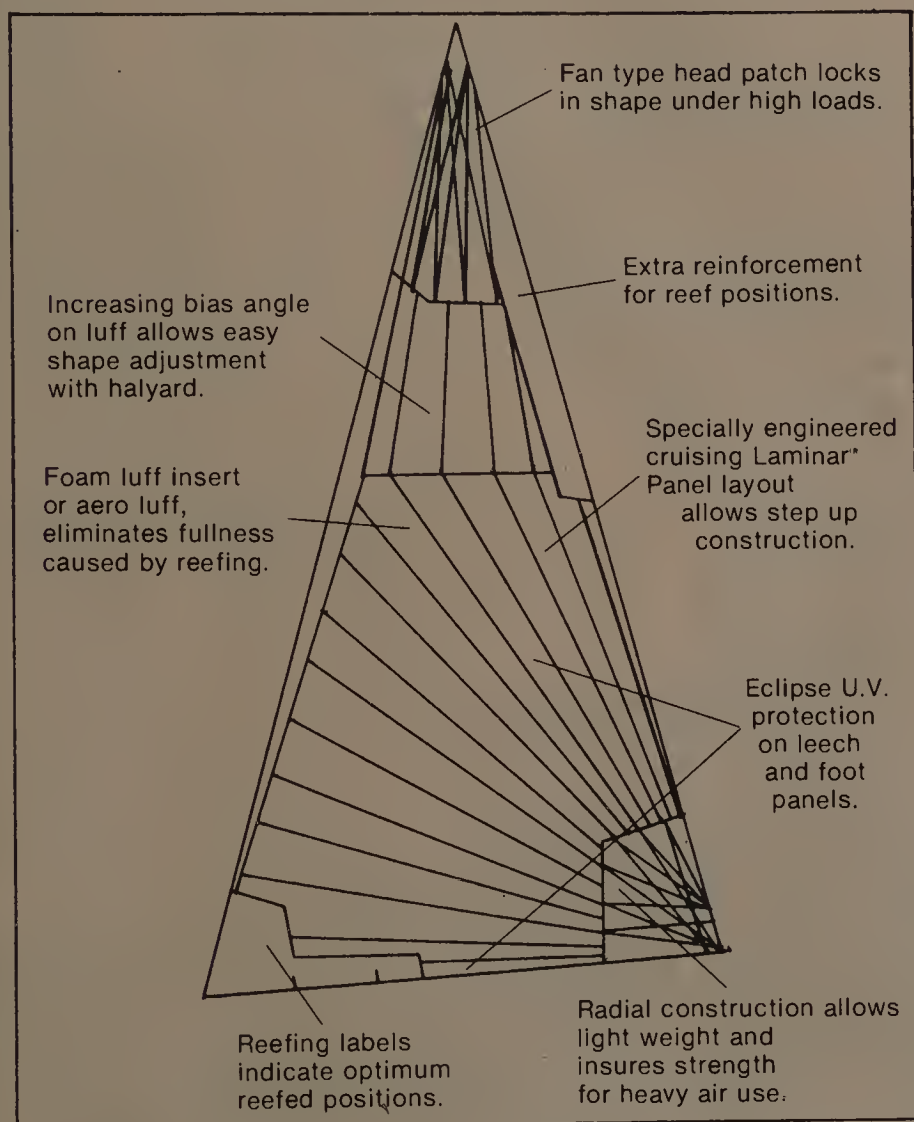
Call (415) 383-8200 for further information.

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Our sail designers have used the high technology available at HOOD to produce the first roller furling-roller reefing Genoa to take advantage of the recent, dramatic changes in materials and the sailmakers' art.

Computer Design

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Fabric

The StarCruiser uses HOOD's exclusive Laminar[®] Mylar laminated fabric, HOOD's own dacron fabric or a combination of both depending on your requirements. A StarCruiser made of Laminar will maintain a "tin sail" shape over a wider wind range. You could even use your StarCruiser as a #2 Genoa for racing.

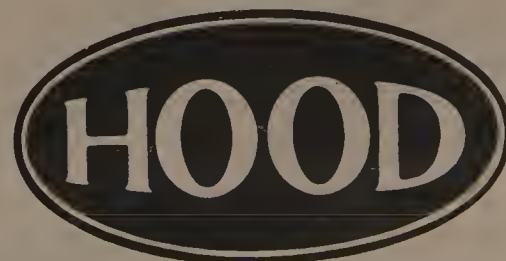
CAD/CAM

In addition to computer aided design your new StarCruiser benefits from HOOD's computer aided manufacturing. The CAD/CAM system cuts complex curved panels with a Laser. Sailshape is built into every edge of every panel; not just into the single shaping seam common with manually built sails. Laminar panels are first fitted with seam tape, then double or step-stitched for super-strong seams.

Hand Finishing

Hand finishing is still a HOOD specialty, so you get a high tech sail from the world's most sophisticated sailmaker, with hand details attended to by careful cruising sailmakers.

When you put your boat in "cruise" you don't have to leave the fast lane, call your nearest HOOD loft to get a quote.



THEIR HEART BELONGS



What can you say about a race weekend that calls itself The Big Daddy Regatta? Or one who's official motto is "let's get serious about having fun"? Or one that invokes the "priority rule" in order to get the racing over with early, in order to get the party rolling? Or one that gives a "donkey award" to the person who screws up the worst during the weekend? Or one that gives away free buttons and beer and bottles of champagne to the winners? Or . . . ?

"Tell them it's a great time, strictly for fun!"

said Bob Klein, the Richmond YC *kahuna* who is the weekend's spiritual leader and namesake. Indeed, it was fun — ask any of the sailors on the 110 boats that participated in the sixth annual Big Daddy convention over March 5-6. Once again, the ever-hospitable Richmond YC whipped up their winning combination of two serious races on Saturday, followed by a seriously fun dinner/dance party that night, and a not-so-serious pursuit race — the actual Big Daddy Race — on Sunday.

Top finishers in each of the nine divisions appear in *The Racing Sheet*. Notable finishes were posted by Irv Loube's seemingly unbeatable new *Bravura* and by Don Trask's J/35 *Hobbes*. Both boats double-bulleted their divisions. Also doing a nice job was Mike Bruzzone, who piloted his *Desperado* to victory in the largest class, the 22-boat Express 27's. Winner of Sunday's light air reverse handicap start race was Rod Park's Beneteau One Ton *Jazz*.

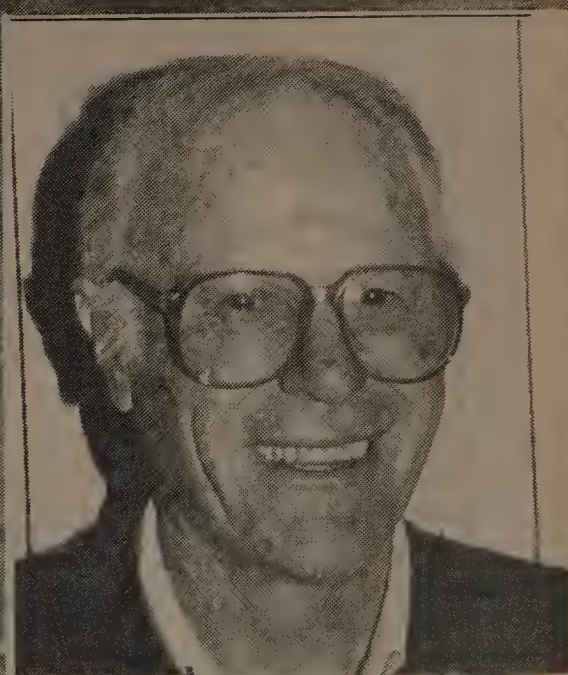
TO DADDY



That race was shortened due to light winds. In a pursuit race — one where a boat is given a handicap up front for the entire length of the course — that ordinarily would have been a controversial decision, to say the least. But, in the true spirit of the Big Daddy, the race committee merely invoked the mysterious and all-powerful “priority

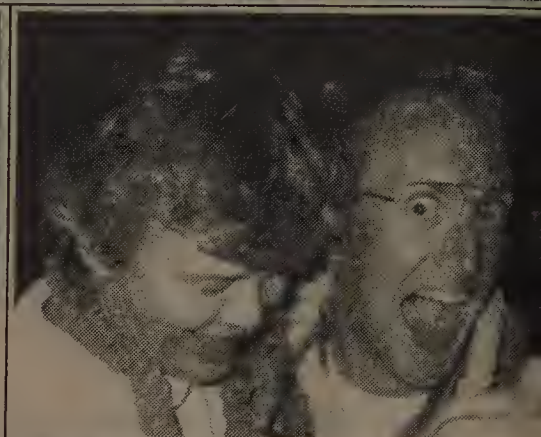
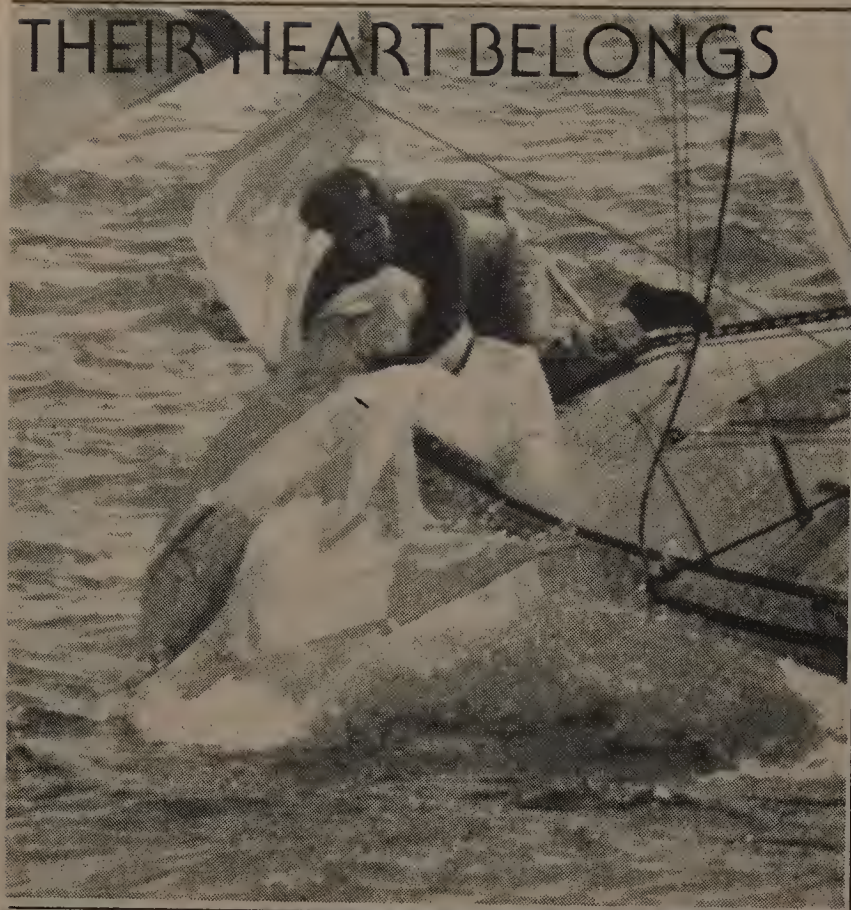
rule” and wouldn’t entertain any comments from the peanut gallery.

Not that anyone really cared. After all, it wasn’t the Big Boat Series. It was the Big Daddy — a weekend to beat the swords into ploughshares, and get serious about having fun.



Big Daddy himself: Bob Klein.

THEIR HEART BELONGS



TO DADDY



Midwinter fun, clockwise from top left: Bowman on Express 27 **Tomahawk** earning his paycheck. Partying to the "max" at RYC Saturday night. Above, a trio of Express 37's short-tacking up to Pt. Blunt (left to right: **Free Spirit**, **Blitz**, **Ringmaster**). Below: **Legacy**, winner of PHRF III, to weather of **Petrified**. (Is that a battering ram or a penalty pole on **Legacy's** bow?) Carl Schumacher whispering in Colin Case's ear as IOR II winner **National Biscuit** dumps bad air on **Sweet Okole**.

ALL PHOTOS LATITUDE/JOHN R. & JOHN A.



WHAT TO DO

Until recently the subject of sail battens was not likely to arouse much passion. It was a nuisance if you lost a batten and the sail looked funny without them, but most people didn't know how many they had anyway. Now it's different. Everyone is talking about the "new" longer battens. Emotions range from blind faith in anything new to dark suspicions that existing sails will suddenly become obsolete.

Actually this isn't such a novel idea. It's just that for at least 30 years batten lengths have been limited by the old Cruising Club of America (CCA) rule. During that time materials and shaping techniques changed dramatically. Now the heat is on that old rule because today's expensive mains last *much longer* if the battens extend deeper into the sail, beyond the area of heavy loading along the leech.

In early 1987 the Southern California Ocean Racing Association (SCORA) approved longer battens for IOR racing and up to full length battens for PHRF. The Yacht Racing Association of San Francisco Bay quickly followed suit. IOR came out with its own longer batten rule in November '87 and this is likely to become the new standard for all non-full-length battens. IMS published its policy of permitting up to full length battens (subject to some fine print) in February '88.

As it now stands, any mainsail can have some form of longer battens with the exception of sails used in one design classes that inherited the old rule and have done nothing to liberalize it.

Non Full Length Battens

Any variation of these longer (extended length) battens will prolong the life of a main regardless of the material or construction. They dampen flogging and smooth out that ugly ridge forward of the existing pockets.

Non full length battens are usually the best choice for serious racing sailors. They are lighter and much more compatible with the bendy rigs found on race boats. They permit more shaping adjustments in variable conditions and do not create any new chafe problems along the luff if the bolt rope goes directly into the slot (instead of using sailslides).

The battens are put on the main perpendicular to the leech — just like the old ones — but they *must* be tapered. Be sure the top batten isn't too stiff or it will be difficult to twist off aloft in light air.

An existing sail may be retrofitted with longer battens by extending the existing pockets. This can make a *big* difference in the appearance of a tired sail and make it easier to trim. The SCORA lengths are

almost too long. The current IOR lengths work very well on any sail and are accepted by any racing area or handicap rule.

the chart for each batten.

Full Length Battens

NON FULL LENGTH BATTEN MAIN



The solid part of the batten outline indicates the extra length permitted by the current IOR rule. It is more conservative than SCORA and will probably become the standard for non full length battens.

FULL LENGTH BATTEN MAIN



Battens are parallel to the foot of a full battened main.

To figure the length of your own battens by each method, use the E dimension for your boat (which limits the foot length of the main) and apply the percentages shown in

These are different. Full length battens are installed in a main parallel to the boom. They are *not* tapered, but must be durable and unbreakable. They are *not* intended to support exaggerated roach; they are being used to support the shape in a main of conventional proportions.

Full length batten mains must be carefully engineered with a sailslide at the inboard end of each pocket and adequate protection

spreaders, etc. Proper use of a boom vang is also essential downwind.

Extra care must be taken to head directly

COMPARISON OF BATTEN LENGTHS

For E (Foot of Main) Of 13.75' (Express 37)

Which Batten?	Old Rules Permitted in most Classes PHRF/IMS/IBR	SCORA Lengths Classes must approve, used locally/PHRF	Current IOR Classes must approve, allowed in PHRF/IMS/IBR	Full Length Battens Depends on sail; no formula, may vary allowed in PHRF/IMS
Top	10% of E + 1-ft = 2.37 ft	23% of E = 3.16 ft	21% of E = 2.89 ft	4.60 ft
Middle Top	12% of E + 1-ft = 2.65 ft	36% of E = 4.95 ft	34% of E = 4.68 ft	7.75 ft
Middle Bottom	12% of E + 1-ft = 2.65 ft	40% of E = 5.50 ft	34% of E = 4.68 ft	10.40 ft
Bottom	10% of E + 1-ft = 2.37 ft	26% of E = 3.57 ft	25% of E = 3.44 ft	12.50 ft

from chafe at both ends, the sailslide must be able to rotate at least 90 degrees.

There are several new products available combining batten pocket end protection and rotating sailslide attachment. At Sobstad we have made our own and are now starting to use the new Rutgerson fitting (distributed by Harken) which makes batten removal easy. We have also had excellent results from the patented Batt Slide, which is *very* expensive.

Advantages Of A Main With Full Length Battens

A main with full length battens is a great choice for any sailor anxious for convenience and durability, who also cares about performance. That is because easily-handled material with a less firm finish (not lighter weight) can be used without the sail shape compromises typical of soft cloth cruising sails.

Such mains are easy to trim, quiet and long lasting because flogging and slatting are greatly inhibited. Reefing and furling are easier. By adding lazy jacks, the sail can be caught when lowered and held at boom height.

Disadvantages

Assuming the sail is properly made in other respects, the most significant disadvantage of full length battens is an increase in chafe. This may be controlled by generously adding the adhesive back dacron tape to vulnerable areas that wear on after lowers,

into the wind while raising or lowering the sail. This helps prevent the battens from jamming forward against the mast under load. When dropping the sail it is a good idea to give a good tug on the luff up by the mast to keep both the front and back of the sail coming down together; again, to avoid "batten jam".

If that problem persists, there is even a new line of "pressure absorbing" slides on the market. They are fitted with rollers which rotate against the aft edge of the mast when pressure is applied on the slide by the full length batten.

How Many Full Length Battens?

Boats up to about 35 feet would automatically have four full length battens; never less. When the rig gets much bigger a fifth is often added. There will be four in retrofits due to the way the sail was made originally.

For IMS racing the limit is four battens. They must be evenly spaced and cannot extend out beyond the edge of the sail. A leech line is permitted, but other devices for remotely changing the amount of compression in the battens are specifically disallowed.

A Suggestion For One Design Classes

When considering this issue, it is important to remember that longer battens only

Want to know the long and the short of the batten question? Ask your friendly local sailmaker.



WHAT TO DO ABOUT BATTENS?

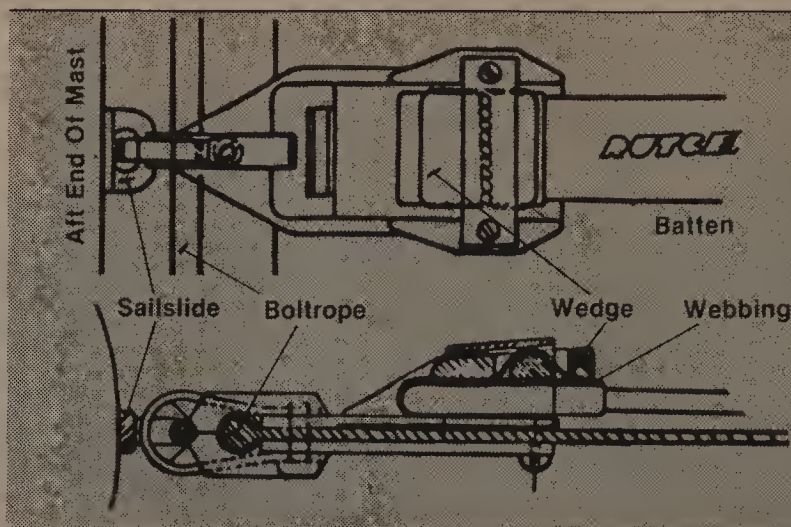
create a competitive edge if they are used to support a bigger sail. Therefore, a class can enjoy the benefits of longer sail life without compromising existing sails by adding a mainsail girth limitation to go along with the longer battens.

IOR has a rule governing middle and 3/4 girths that was designed for very flexible rigs. This or a previous version of the IOR rule may work for one designs with bendy spars, but it will not generate a good rule for classes with stiff masts.

Since the goal is fairness and parity between old and new sails the best way to establish a midgirth dimension would be to physically check a cross section of existing mains built with the traditional length battens.

Most sails will fall within a narrow range because those battens could only support a certain amount of roach no matter what else the sailmaker did. Then pick a dimension that covers all existing sails and add a few words defining the method of measurement and one design integrity is preserved.

Appendix 4 of the IOR Rule Book describes the IYRU sail measurement pro-



Two views of the Rutgerson batten pocket end protector and sail slide attachment device. Full length battens can easily be removed or replaced with this fitting.

One of the best methods of dealing with batten end chafe.

1988 should be included.

cedure. Paragraph 2.2.4 deals with cross widths and is recommended as a method of measurement.

Beyond that, the IOR batten length rule is probably your best choice unless the class wishes to permit full length battens for racing. If so, the substance of USYRU Measurer's Bulletin 88-1 dated February 19,

In Conclusion

Battens have been too short for years. Longer battens and full length battens will prolong the life of your main and are not intended as a means of giving your vintage (or high tech) yacht the sail plan of a multihull. Analyze the choices and go for it! They're a good deal.

— jocelyn nash

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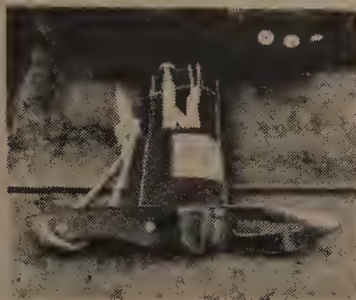
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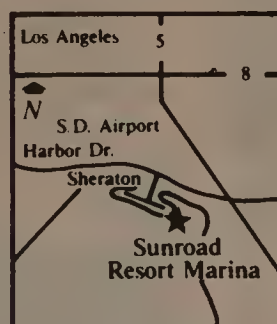
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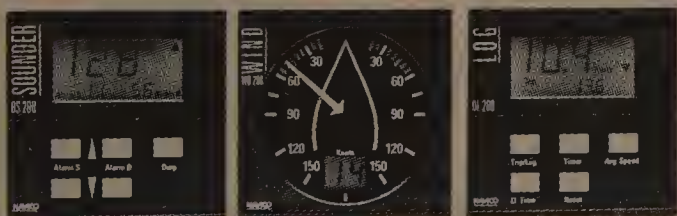
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THE SKIPPER

The sea can change a man.

It's a well-known fact, borne out by any of the great sailing stories, that the rhythm of the waves, the routine of the watches, the disciplines of passage-making, and the introspection induced by solitude can all combine to make subtle differences in the sailor's temperament. But those of us who are family sailors, weekend and holiday cruisers, know that it doesn't take a round-the-world trip to make changes . . . changes that are not all that subtle, either.

Yesterday's office diplomat can become today's rime-encrusted Captain Ahab at the drop of a dock line. The mild-mannered can become tyrannical, and likewise the boorish, pencil-tapping type can transform into the misty-eyed, far-seeing dreamer even before the mainsheet has been cleated.

Sometimes you don't even need to be on board for it to happen. A friend assures me that the same husband who tenderly hands her into the family car at the front gate saying, "Are you sure there's enough room at your feet for the spinnaker bag, darling?" degenerates progressively as the miles to the yacht club roll by until, by the time they are parking in the yard there, he is barking orders and making use of language that would make a Thames bargee wince.

Why is it, I wonder, that the wife, who at home can be trusted with important decisions, money handling, the children's education and the like, is automatically assumed to be an insensitive half-wit at the boat who must be led by the nose through even the simplest task?

It isn't just your own skipper who treats you this way. We decided to give our boat a

neighboring boats and a great deal of discussion.

I was never alone for long, however, for

each passing Skipper, perhaps also engaged on a bolt hunt, would stop to put in a spell of overseeing and tongue-clicking. No com-

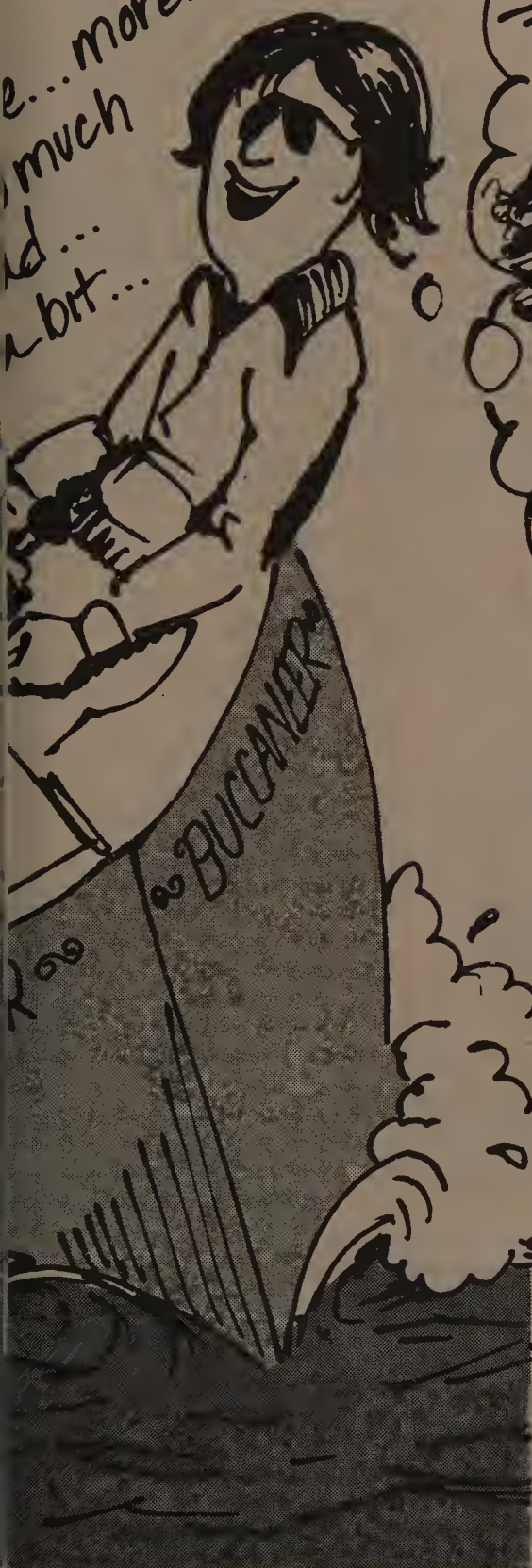


"Nice job, old son
what exactly
are you using?"

much-needed coat of paint, and naturally such a mindless and repetitive task fell to me. The Skipper occupied himself with more technical matters, so most of his morning was spent hunting for a bolt of a specific and apparently rare type, requiring calls at all the

ments were passed to me, though. Speak to the servants when the lord of the manor is nearby? And when the Skipper did eventu-

e...more...
much
ad...
bit...



ally return, somewhat the worse for wear, they would chat to him across my toiling head, raising their voices above the swishing of my skillful brush.

"Nice job, old son," they would bawl, eyeing the gleaming expanse appreciatively, "What exactly are you using?" After the third such inquiry I could stand it no longer and responded acidly, "He is using me, and I am using International Yacht Enamel and a two-inch paintbrush."

There was a moment's silence, then one of them leaned forward to peer disdainfully at my handiwork. "And what's more," he drawled, addressing me at last, "you've got flies stuck in it."

He's really rather a nice chap in normal circumstances.

You can notice the changes in them without waiting for them to speak. Just take a look at the way they dress. My Skipper, normally the most dapper and well-groomed

individual, for sailing affects an outfit that would be more in keeping with a Tramps' Ball. His upper portion sports a denim smock that was quite smart in its heyday, about 10 years ago, but is now bleached pale grey by age and sun and streaked with a variety of paints, grease and anti-fouling. Beneath this garment protrudes the undulating hem of a hairy and noxious t-shirt which gives off an interesting aroma of diesel fumes and old fish. All in all, not a pretty sight.

Still, some of the changes are all to the good. At home, for instance, a dinner that is anything less than red meat and two vegies is viewed with shocked disbelief, but at sea he will crow with delight over a mug of instant soup and a chunk of three-day-old bread, or tuck in with apparent relish to canned meals which, despite the makers' lavish claims of deliciousness, have an all-pervasive flavour of baked beans.

At home, too, we suffer the usual bouts of male hypochondria. A tiny cut is a gash, a slight headcold is potential pneumonia, but when it's the sailing season it's quite the reverse. I remember one occasion when an ill-timed jump from boat to boat resulted in a split forehead and a sprained ankle. With one eye crossed and blackened, and one leg bound from instep to knee, all he lacked was a parrot on the shoulder to complete the picture; but, we sailed on the midnight tide just the same. With only the narrowed eyes visible above a towelling muffler, he'll keep her surging on through wind, rain and hail while at home it requires a supreme effort of will to trail the dog around the block in the face of a mild drizzle.

When it comes to sailing matters, a

"He is using me,
and I am using Int'l
Yacht Enamel and a
two-inch paintbrush."

whole new set of values comes into operation. We all know, for example, how the receipt of the latest politely-phrased warning shot from the bank manager can have our menfolk following us around the house snapping off lights and turning down the

THE SKIPPER SYNDROME

heating to sub-zero. They then fill in the cold gloomy evenings by reading out snippets from sailing magazine classifieds, pronouncing as great bargains boats whose prices sound more like telephone numbers. Not that they aren't economy-conscious in boating matters, too. Woe betide any crewmember who allows a shacklepinner to slip over the side or loses grip of a plastic bucket in the course of scrubbing the decks. Unless of course it is the Skipper himself who did the evil deed, in which case the loss must be regarded as just one of the pitfalls of nautical life.

One of my Skipper's idiosyncrasies takes the form of mild kleptomania. After a good storm you will find him at the nearest beach at dawn grubbing about amid the seaweed and broken bottles and returning, glowing with triumph, with a yard of net, several oil-covered cork floats, and a fair quantity of nail-infested marine plywood. One such excursion produced a massive sisal fender that may well have seen service on the QE2, but is about as handy and easy to stow as a sack of wet cement on our 27-footer. It has squatted malevolently in the cockpit for two seasons now, but has yet to prove itself as a fender mainly because it would require three strong men to lift it, tie it on and get it over the side.

"An extra warp is always handy," is a cry often heard from our Skipper. He need have no fears on our boat, for opening the cockpit locker reveals a writhing Medusa's Head of multi-colored ropes and yarns, collected over many years beachcombing. Such stockpiling is naturally self-defeating, for when you really need a chunk of line in a hurry, the one you choose is a foot too short, twenty feet too long, or hopelessly entangled by the children's attempts to relieve the tedium with a little bowline practice.

But, it's when you're actually under sail that you can see the Skipper syndrome at its best. Or worst. There he is at the helm, erect, commanding, ready to demonstrate to all his mastery of his craft, his innate understanding of the ways of the sea, and his skill and efficiency in organizing his crew. Of course, nothing is ever done to his satisfaction. No sooner do you get the jib sheeted in rock hard, puffing and panting at the winch while he pours scorn on your lack of muscle power, then he pauses, sucks in his breath,

WHAT ON EARTH IS THIS WOMAN TALKING ABOUT?

Yes, we understand that a lot of California women reading this article will be confused, having never encountered this syndrome in the Golden State or Mexico. What you have to understand is that Leslie is writing from Pakuranga, a district of Auckland, New Zealand. In the Anglo world, New Zealand is second only to Australia (where women, for example, trying to buy airline tickets at the airport are routinely ignored) in male chauvinism.

Obviously, the 'Skipper Syndrome' doesn't and can't happen on the Left Coast. Can it?

and orders the sheet eased a foot or two. Then it's "No, not as much as *that*!" and the whole dreary process starts over again.

You have spent your half-hour below bouncing around cutting sandwiches and boiling kettles, you laboriously carry it all up

on deck and everybody gets their plates and cups nicely balanced and themselves happily tucked in out of the wind, and what happens? It's time to go about or make an urgent sail change, that's what. I'm not saying it's deliberate, but it does stretch the bounds of coincidence a bit far at times.

But, as most crew know, that's plain sailing compared to the prima donna behavior you can sometimes get when the tasks are a little trickier. It might be a first approach to a strange and rocky harbor, or the seeking of a berth in a crowded marina. The Skipper will then be conscious of his heavy responsibilities, and who can blame him. But he's equally aware of the critical eyes of his peers. For although there is great camaraderie within the breed, it is still true that there is almost nothing a Skipper likes better than to see someone else making a botch of things. So, with a difficult maneuver ahead, he will issue strings of rapid-fire and often contradictory commands, react with amazed disbelief when the crew fail to carry them out to the letter, and generally give the impression that he could have done the job, singlehandedly, in half the time. This serves the dual purpose of both clouding the issue at the time, and giving him plenty of evidence for apportioning blame later when the Skippers get together to swap horror stories about crew inadequacies.

The other day I was watching my young son casually piloting a dinghy in a series of dramatic swoops through the moored boats. "He's coming on well," said a friend, uncannily divining my thoughts, "You're going to have two Skippers on your boat before long!"

I don't think I can stand it, somehow.

— leslie black

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Jun 9-12	Long Beach Race Week (ULDB Big Boats)		\$ 2,500
Jun 11	Channel Islands Long Distance Race		\$ 2,200
Jun 14	Swiftshure and Victoria B.C. to Maui	3,500	\$22,000
Jun 25	Channel Islands to Marina Del Rey	75	\$ 1,300
Jun 25	Long Beach to Hawaii (Kauai)	2,300	\$20,000
July 2	Marina Del Rey to San Diego	120	\$ 3,000
July 4	Oakland to Catalina (great fun)	400	\$ 5,500
July 4	San Francisco to Hawaii "Pacific Cup"	3,000	\$20,000
Aug 6	Santa Barbara to King Harbor	120	\$ 2,500
Aug 13	Newport Beach around Catalina	65	\$ 1,300
Sept 3	Long Beach to Dana Point	40	\$ 1,300
Sept 3	Ventura - Pt. Dume - Anacapa - Ventura	75	\$ 1,650
Sept 3	Dana Point to San Diego	100	\$ 1,650
Sept 12-21	St. Francis (SFO) Big Boat Series (SC 50 Class)		\$ 4,500
Sept 15	America's Cup Viewing & Catalina Cruising	2 wks	\$ 7,500
Oct 8	San Diego to Ensenada (more Hussongs)	75	\$ 2,500
Nov 12	L.A. to Cabo San Lucas via Guadalupe	900	\$10,000
Feb 89	Puerta Vallarta & MEXORC, Combo	1,100	\$ 15,000
Mar 89	Newport to Cabo San Lucas	900	\$12,000
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W.D. SCHOCK:

Ask any financial advisor about the prospects of making it in the boatbuilding business and, after he gets done



Bill Schock with 23-year employee Carol Ellefson. This photo was taken the last day at the old factory in Santa Ana. A few days later the place was razed.

laughing, he will probably suggest that you get into a less risky line of work — like presidential politics. One such advisor told a boatbuilder we know that he'd be lucky if he could keep his company going for three years. If he made it five, he could consider himself successful, but don't expect much more than that.

Unfortunately, such fatalism is supported by statistics. Many companies don't even make it three years. But as with every rule, there are exceptions. The boatbuilder to which we refer is one. His name is W.D. "Bill" Schock, and that analyst told him those words 43 years ago.

If you haven't got the irony yet, W.D. Shock Corporation is still alive, well and progressing with the times. This despite a continuing slump in the boating industry and the recent closures of several more boatbuilding concerns up and down the California coast. In fact, Schock, Inc., has just moved to a brand new, 26,000 square foot facility in Corona, where everything can once again be done under one roof. It hasn't been that way since Bill came home from the second World War and started the company in his parents' garage in Newport.

"It was 1945, he was 26 years old and about all he had were my mother and me," says Tom Schock, now president of the company founded by his father. Though Bill had built his first boat at age 11, and was already a proficient sailor, he was at

first limited to repairing the little fun zone (now the Pavilion) pontoon boats.

The boatbuilding began one summer day when Bill was down at the harbor and saw an International 14 sail by. He was impressed by the grace and speed of the little craft, and scraped together enough money to send to Ohio for a cold molded hull. In his spare time, he set about finishing it off.

The instructions only went so far, though. In order to complete the boat, he needed to take some measurements off a sailing one. Since he didn't know anyone with an I-14, he just kept an eye out when he was down at the docks, and flagged down the first one that sailed by.

"While he took measurements off the boat, he got to talking with the owner, who then came over to see Dad's boat," says

Tom. "The guy took one look and said, 'That's better than what I got new!' — and he ended up buying the boat from Dad." In hardly any time, Bill had orders for three

In the winter, Bill kept busy repairing woodie station wagons and making wooden toilet seats.

more, and W.D. Schock Boatbuilding and Repair was in business. Well, at least during the summer. During the lean winter months, Bill kept the business going by repairing



A FAMILY AFFAIR

ALL PHOTOS COURTESY W.D. SCHOCK, INC., EXCEPT AS NOTED

woodie station wagons and furniture, and making, among other things, wooden toilet seats.

Fiberglass didn't come into the picture until the early '50s. By then, Bill had moved the company to the Lafayette street location (on the Peninsula) that the yard and brokerage arm of the business still occupy. He was already a well-known builder of wooden I-14s, Sabots and Thistles when a friendship with sailor/designer Barney Lehman led to production of a trim 10-foot sailing dinghy. Barney had been laying up the little boats that bore his name out of muslin and resin. Bill Schock thought he had a better idea and bought Barney's company.

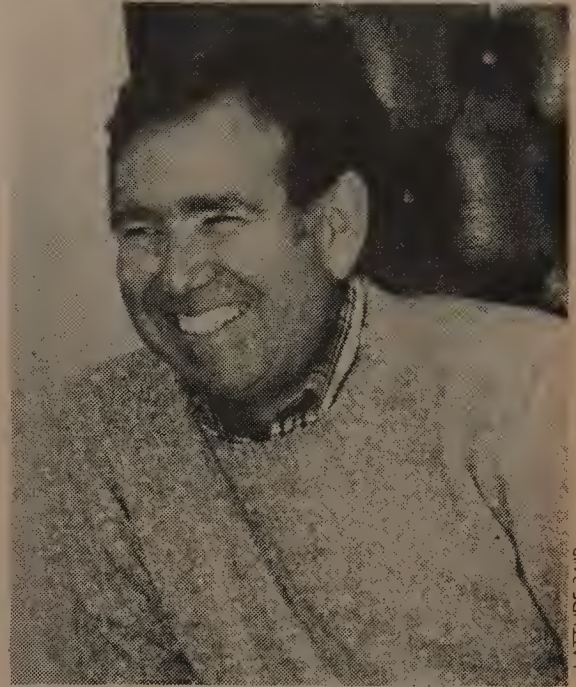
"With the Lehman 10, we became the very first company in the U.S. to build a pro-

duction fiberglass sailboat," says Schock. Complete with sail, the Lehman Interclub, as the 10 was eventually called, ran \$642.

It was the dawning of the age of fiberglass and Bill was not only coming in on the ground floor, for many designs, he was the ground floor. The Lehman 12, basically an enlarged, plumb-bowed version of the 10, was next off the plug, followed by the first fiberglass Snowbird, Sabot and Schock's first big boat, the Schock 22. This was basically a Highlander hull stretched two feet. Bill added a small cabin, bunks for four and a hinged mast to make the first trailerable ocean racer in the country. He even made the trailers. Sailaway price, including trailer, was \$6,420. In 1959, Bill and Betty proved the 22 was also a capable pocket cruiser. They towed *Bettina* to San Felipe and

cruised the Sea of Cortez for a month.

In fact, 1959 was a banner year for Bill and Betty any way you look at it. In their



LATITUDE 34/JR

New facilities and continued growth give Tom Schock a lot to smile about.

personal lives, they celebrated the birth of their second son, Scott. In the business, the big news of the year was the introduction of the Lido 14.

The 14 was to W.D. Schock what the Mustang would be a few years later to Ford: The right product at the right time and the right place. In many ways, it was the design that put Schock on the boatbuilding map. Once the boat caught on, it seemed as though they couldn't make them fast enough. Curiously, this particular Cinderella story almost flopped as an ugly sister.

The Lido started life as the Lehman 14, another of Barney's open catboat dinghies. This one didn't survive the stretching process that the 12 had, though. Despite the fact that it sailed well enough, it was downright

"With the Lehman 10, we became the first company in the U.S. to build a production fiberglass sailboat."

homely to look at and sales reflected it.

Rather than give up on the project, Bill Schock gathered pencil, paper, tools and



LATITUDE 34/JR

W.D. SCHOCK:

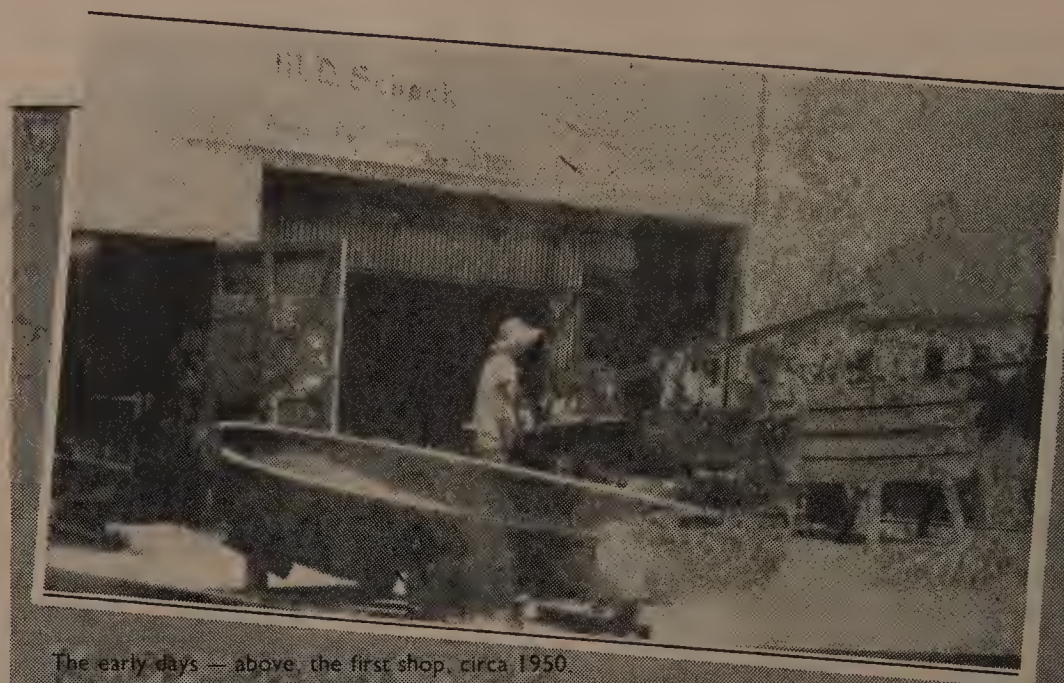
materials and let his imagination go to work. He lowered and modified the sheer; installed "bench" seating and a small foredeck; moved the mast back a bit and added a jib; made the boat beachable by installing a hinged centerboard and kick-up rudder; and *voila* — the Lido 14 was born.

Though designs like the Snipe and Thistle are older, and boats like the Hobie Cat and Laser have eclipsed it in sheer numbers, the Lido 14 remains one of the most successful small one-designs ever built. And one of the most enduring. Schock continues to build and sell them, having just received the order for hull number 5,073 the day we visited. Some 70 fleets around the country still race actively and many a fledgling sailor still cuts his sailing teeth on the lively Lido. A few years ago, the little sloop assumed its rightful place of honor in the company's logo.

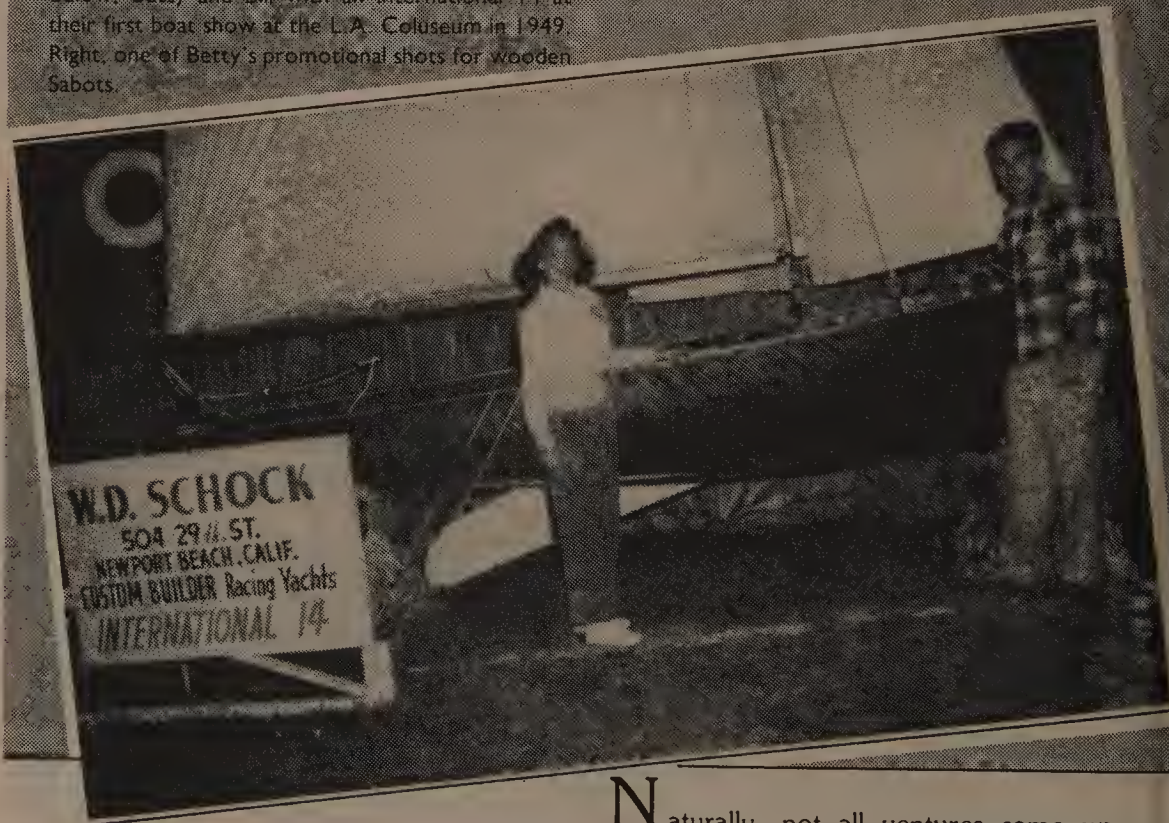
There followed some of the company's most rapid growth, necessitating a move to larger quarters in Santa Ana in 1960. In addition to the Snowbird and Sabot, Schock was certified by the class associations to build the first fiberglass Thistle, International 110, Mercury, Penguin and El Toro. (They also built some of the first glass Snipes, though that design had already been certified.) They began a powerboat line, and added the Metcalf, Flying Junior, Tempest and Sunfish to the existing stable. Through most of those early years, though, the 22 remained their sole "big" boat.

One of the reasons for that was a lack of dealers in the early days. Most manufacturers sold directly to the public. As the industry grew, and boats could be produced efficiently enough for a small profit margin, dealers began to play a more important role, especially in the marketing of bigger boats. One such collusion led to another company milestone. When Tom was in San Francisco for the Big Boat Series in the mid '60s, John Beery, who with his father Chuck was one of Schock's first dealers, introduced Tom to a young naval architect named Gary Mull.

"We hit it off pretty well," says Tom. "And before I left I suggested we get together and build some boats." The encounter eventually led to the development of the Santana 22. More than 700 were built, and like the Lido, class associations remain active across the U.S. and in Canada. Mull went on to draw the two more boats for Schock, the Santana 27, and the nemesis of the Cal 40 fleet, the Santana 37. As part of the development, Mull had the tank testers at Stevens Institute run everything in reverse so that the model went with the waves. He wanted to be sure it



The early days — above, the first shop, circa 1950. Below, Betty and Bill with an International 14 at their first boat show at the L.A. Coliseum in 1949. Right, one of Betty's promotional shots for wooden Sabots.



could outsurf the bigger Cal.

Except for the Santana 21 and 26, which were designed by Seymour Paul, the remainder of the Santana line — the 23, 25, 525, 30/30 and Santana 35 — were drawn by Shad Turner. At the height of growth in the late '60s and early '70s, Schock also produced boats like the Tartan 27 and Endeavor 26, and the company licensed plants to produce certain of their boats in Australia, Costa Rica, and Mexico. A plant in New York was making the New York 36s, and plans were underway to start a full production facility in Florida.

Naturally, not all ventures came up roses. Along the way were some boats that didn't go over well, some that were (wink, wink) "ahead of their time," and some the company would just as soon forget about. Two of the more forgettables were the catamarans, the 18-ft Catalina Cat and the 37-ft "PolyCon," the first attempt at marketing a big production multihull. The company closed its sail and cushion-making venture in the early '70s after about a 12-year run. The powerboat line was dropped, as were the sailboat lines in which interest naturally dried up over time. The fishing chair division also went the way of the buffalo, as did the boarding ladders, batten

A FAMILY AFFAIR



making division and perhaps the firm's most unique project, the Go-Boat.

"The Go-Boat was about 20 years ahead of its time," says Tom, chuckling over old newspaper clippings. What he calls "the original windsurfer" was advertised as "needing no tiller, is cheaper than a Sabot, has outstanding speed and handling ability and a new aluminum mast." The flat, 8-ft plywood . . . um, "skiff" . . . was controlled strictly by sails (main and jib) and planed easily. Introduced in 1960, it cost only \$280 complete. But it never caught on and only a few were ever made.

W.D. Schock currently produces eight boats — or will when production finally gets geared back up after the move: the Lido 14;

the cruising-oriented Schock 23 and 34; the racers Santana 20, New York 36 and Schock 35; and a cute little 18-footer called the Newport Electric Packet. As the name implies, the traditional launch (available with a sloop rig — after all this is Newport) is powered by a clean and quiet 2.5-hp electric motor. The eighth boat is the open rowing dory that area lifeguards use in competition.

Flagship of the present fleet, at least on this coast, is the Schock 35. And therein lies a familiar story.

When the time came to inject new life into the top end of the Santana line, rather than do a new boat from the ground up, the

company made the decision to once again redesign, refine — and perhaps redefine — an existing boat, the Santana 35. This was not a case of making a questionable boat good, though. The thinking here was to make a good boat even better.

Fast in a breeze on the race course and comfortable for a family weekend at Catalina, the Santana 35 easily qualifies as the quintessential racer/cruiser. Since its inception in 1979, the boat's star has shone especially bright in both one design and handicap racing on San Francisco Bay. It didn't take long for it to become the premier big boat one design on the Bay, and the fleet remains the only one to run concurrent Bay and Ocean racing series every summer. The big Santana offers hardball racing at its best, and regularly attracts the best and brightest sailors to their ranks.

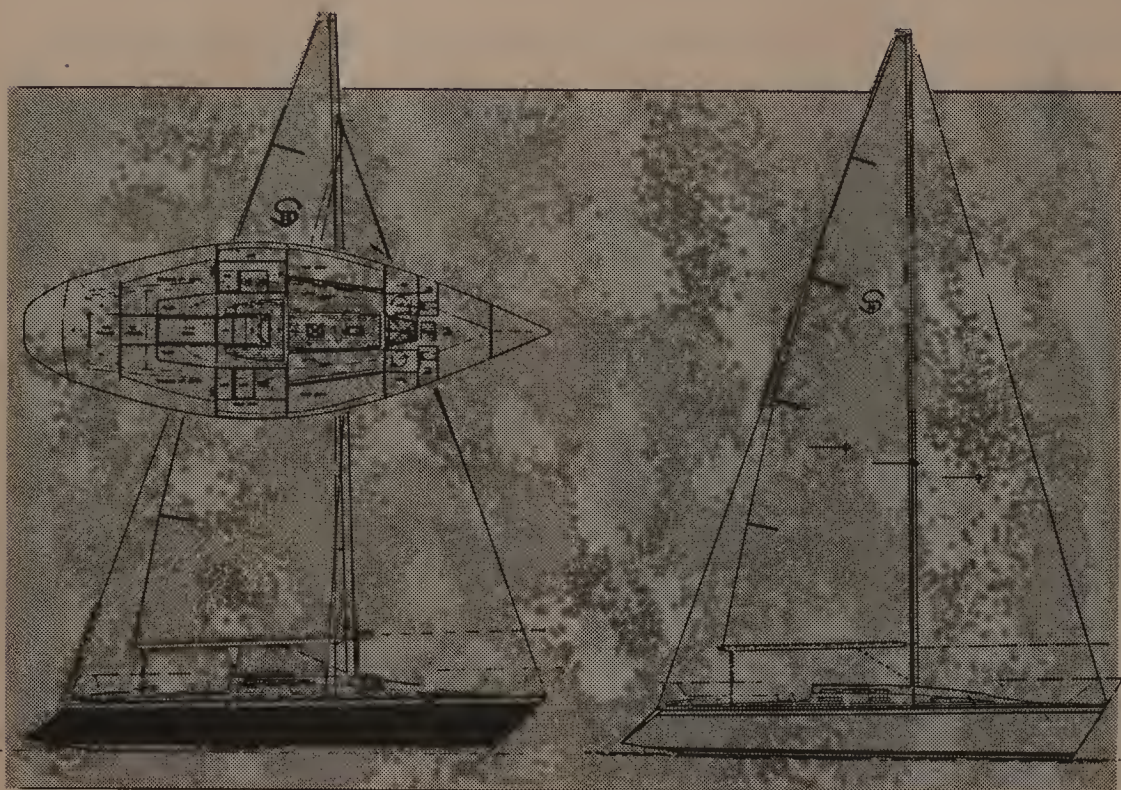
If the Santana 35 had one flaw, it was in the fractional rig. While ideal for the stiff, cold winds of summer on the Bay, the 7/8 rig proved slightly underpowered in the typically lighter breeze of Southern California. So when the time came for change, one of the first things Steve Schock, youngest of Bill's clan, did was up the horsepower.

"First, we moved the mast back, so we have a foot more 'J', then we went to a masthead rig, which gives a 15 to 20 percent increase in sail area. It really pumps the horsepower up," says brother Tom. "We stretched the waterline out 2½ more feet at the bow, which also gave us a finer entry and the slightly more plumb-bowed look than the Santana. Then we increased the size of the rudder and keel, and added 1,000 pounds more ballast." Although the two still look similar to the casual eye, the only interchangeable feature between the Santana and its hot-blooded sibling is the deck layout, which remained the same.

"We were prepared for a big increase in downwind performance, but the changes also improved the upwind performance dynamically," says Schock. Everyone was pleased with the "new and improved" model. Even most of the Northern California Santana 35 owners, since more of the SoCal Santanas now began migrating there to new owners.

Schock clarifies, though, that despite the new tooling, they are not abandoning the Santana owners. They continue to stock parts for all their latest designs, and can still pop a new Santana 35 out of the molds if they get an order. In fact, in the works for later this summer is a "North-South Challenge." Santana sailors from San Fran-

W.D. SCHOCK:



Side by side sailplans show subtle differences between Santana 35 (left) and newer Schock 35. Below the waterline, the Schock has deeper keel and rudder and more ballast than Santana. Deck and interior remain relatively unchanged.

cisco will come south one weekend and sail against SoCal's best aboard Shock 35s. The next weekend, the Shock guys will go north to challenge the San Francisco sailors in their home turf. Both the Santana and Schock fleets — and the parent company — are interested in seeing who will emerge 35 "Top Gun."

One of those contenders is likely to be Schock 35 owner John Cazier, whose *Buttercup* ("With the *Hawk* this and *Eagle* that sailing around these days, it must be a bitch to have to tell your wife you were beaten by a boat named *Buttercup*.") owes many of her wins to navigator/tactician Tom Schock. As a youngster, Tom was often pressed into service sailing attractive young models around for ads. But he was also serious about sailing from a young age, becoming

the America's Cup trials on *Columbia* in 1967. He was back aboard that 12-Meter in 1969 when Briggs Cunningham took then President Nixon on an impromptu sail. He's owned a number of his own boats, but these days finds his time more manageable if he sails with someone else. (Incidentally, the company scrapbooks are peopled with many other celebrities, among them Humphrey

Bogart, who was one of the first to "get his butt wet" in a Lehman 12.)

Of course, in addition to starting the company, Bill Schock also began the family's vast collection of racing trophies, on a series of boats all named *Bettina*, after his wife. Tom's wife Jane also helps carry on that tradition. An active Santana 20 sailor, Jane won the fleet championships last year in Mexico. Daughter Anne also sails actively, in between her college studies.

Middle son Scott and his wife Marie, who run the retail end of the business, spend much of their time doing race committee work these days, though Scott remains a sought after crew member on many boats. The two also support local sailing programs, and donate five Sabots and two Lidos to the city's sailing program every year. Elizabeth, their 10-year-old, is active in the NHYC junior program racing Sabots. At 7, son Brian is too young to be interested in either sailing or the business.

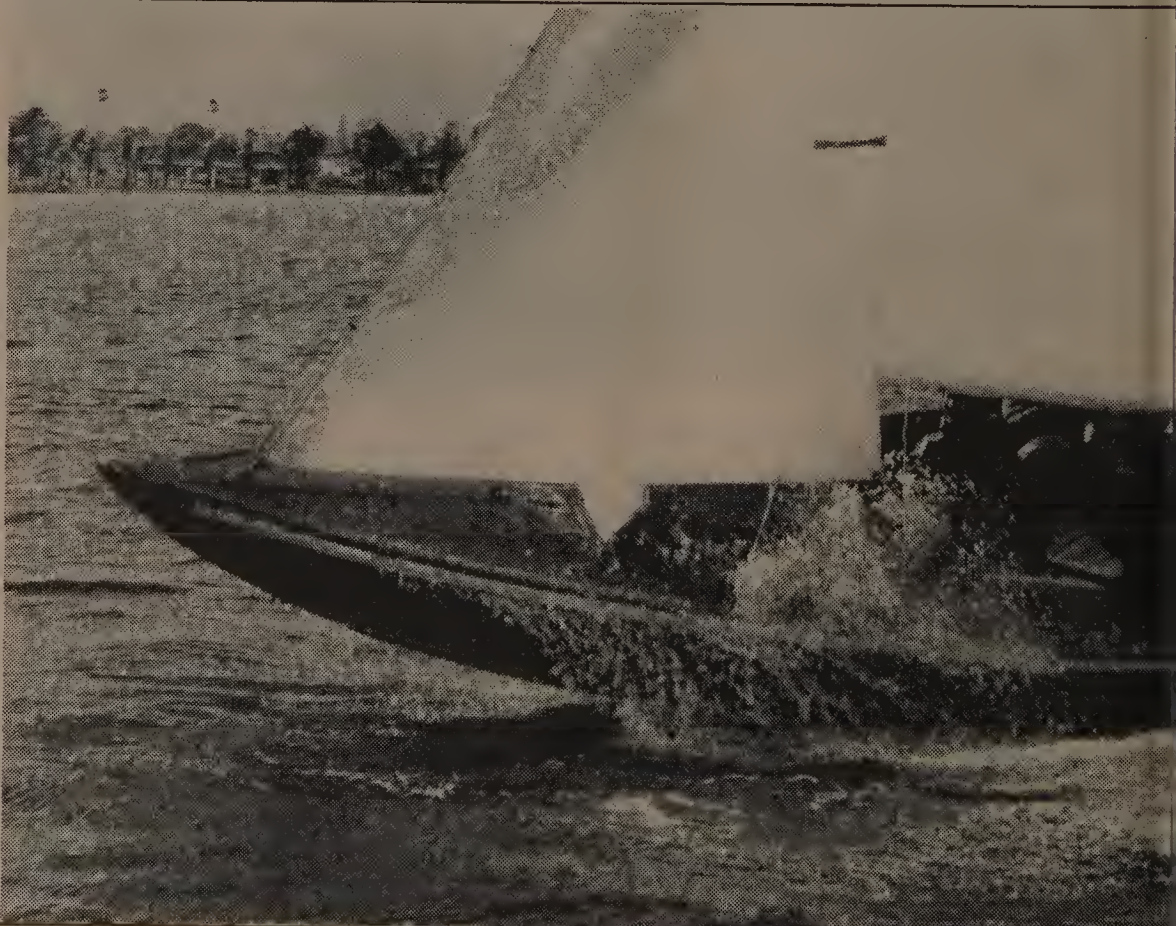
Steve, the designer of the family, also fits his sailing in around his college schedule. He

Schock 25 gets put through its paces in the mid '60s.

As part of the development, Mull had the tank testers run everything in reverse so that the model went with the waves.

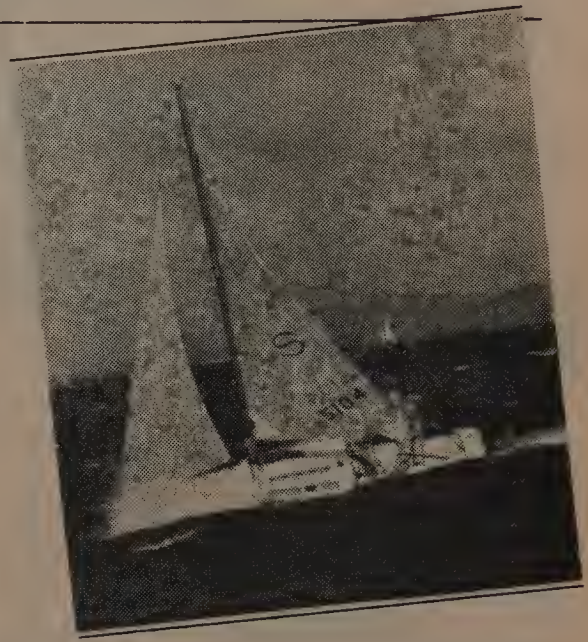
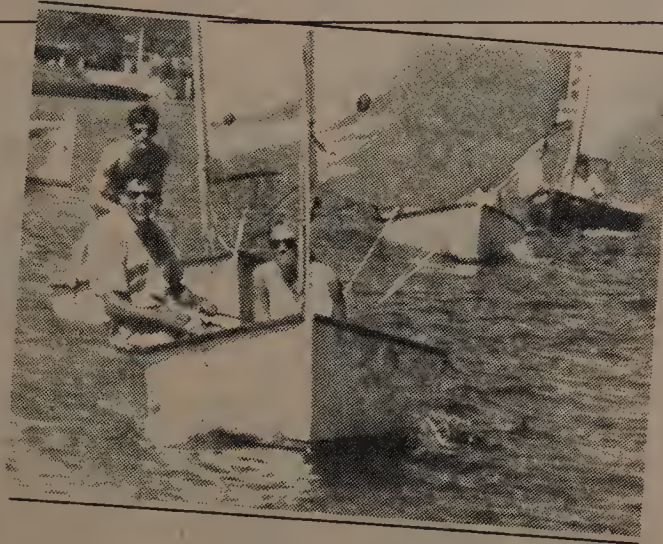
the youngest area Snowbird champ ever at age 12.

He's done a lot of sailing since, including



A FAMILY AFFAIR

Then and now — below, the 'Go-Boat'; right, though out of production, the Lehmans are still an active class.



Right, launching Lido 14 No. 1 in 1959. Bill Schock is on the right. Upper right, reefed down and bookin', this Santana 22 exemplifies the continued vitality of the class.



ran the Florida operation for several years until the company decided to consolidate itself back to California. He's now at the University of Florida finishing his degree in engineering. No kids for he and wife Lee yet, but they both sail whenever they can.

But back to business. And speaking of which, what is their secret? Why has W.D. Schock, Inc., succeeded where so many others have failed?

"Well, in the beginning, I think my mother had a lot to do with it," says Tom. "You know that saying, behind every successful man is a good woman? They could have written that about my mother. While Dad built boats, Mom kept the books." She also was responsible for the detailed scrapbooks on company history that now fill a dozen volumes. In her younger years, the attractive

Betty also took the helm for a few promotional shots herself.

"In a broader sense, we take a lot of personal pride in what we build, we charge a fair price, and we make a fair profit without gouging people," says Tom. "We are also conservative. In other words, we don't build for inventory. Every boat you see out in the shop right now is sold.

"I think the family aspect has something to do with it, too. When you have your own business, you take a horrendous amount of personal pride in it. You live and breathe it 24 hours a day. That's difficult with a group-owned company."

And the family is involved. As mentioned, Scott and Marie run the yard/chandlery/brokerage end of the business in Newport. In addition to selling the complete

W.D. SCHOCK: A FAMILY AFFAIR



line of Schock boats, that branch last year received awards for being the number one Boston Whaler dealer in California, and the number one Yamaha outboard dealer on the West Coast. Tom's daughter Anne has expressed interest in joining the company after college, and Scott's daughter Elizabeth earns her allowance dusting boats at the Newport location. Steve plans to work as a naval architect upon his graduation. And though he's not chosen where or for whom he'll work, don't be surprised to see him at least move back out west. The only ones who seem to have no interest yet in the family business are young Brian, and Tom's 17-year-old son David. "Right now, he's into jet skis, and that's about it," says Dad Tom.

With a generation of boatbuilding and marketing experience under their collective belts, the Schocks look to the future with equal optimism. With their new elbow room, they are due to expand the line in the near future with a "Spirit" line of small power skiffs. "We want to compliment the Boston

It could be any summer day, but this particular Lido 14 start was for the 10th International L-14 Team Races in 1968.

Whaler line that we already market," says Tom. "These boats will be in that same style, but generally in a smaller, lighter form. We're looking at them to be tenders for larger

Humphrey Bogart was
one of the first to
"get his butt wet"
in a Lehman 12.

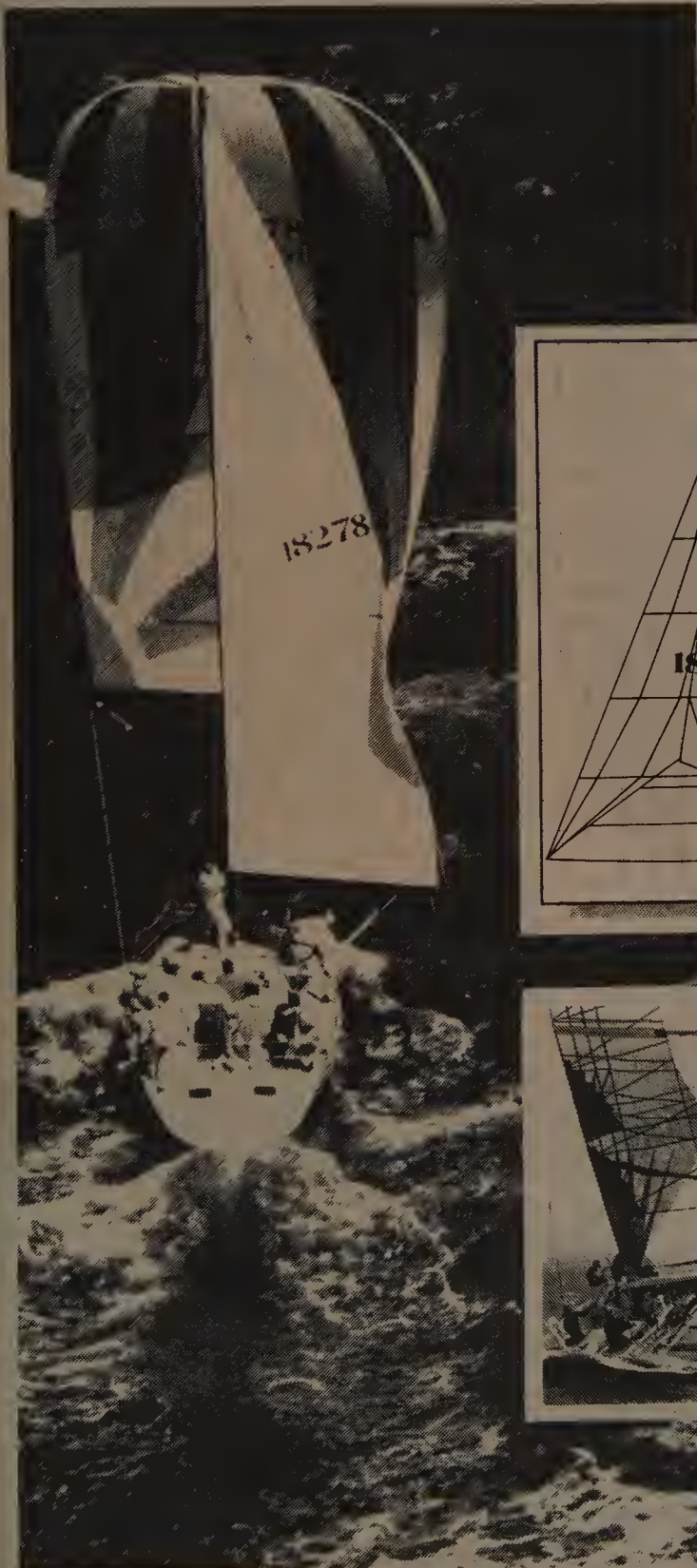
boats." Also on the docket is renewed production of the Sabot, which hasn't been built by Schock in 10 years. And, again harkening back to the days of toilet seats and woodie wagons, the 1988 company doesn't

put all their eggs in one nautical basket. A small but growing division is devoted to the fiberglass repair of concrete manhole inserts. "In the final analysis," says Tom, "we are simply a company in the fiberglass business."

Obviously, everybody in the Schock family — incidentally, the business "family" includes 25 to 30 employees, some of whom have been with the company for more than 20 years — keeps busy. Except for Bill and Betty, that is. They are back in Mexico, this time aboard a big powerboat, enjoying retirement and the fruits of their four decades of labor. Of course, when they're home, the founding parents still take an active interest in the goings on. But they've confounded the financial analysts too long to worry much anymore. With the company in capable hands, a variety of irons in the fire, and a promising third generation growing up, it's a good bet that W.D. Schock, Inc., will continue to buck the odds for a long time to come.

— latitude — jr

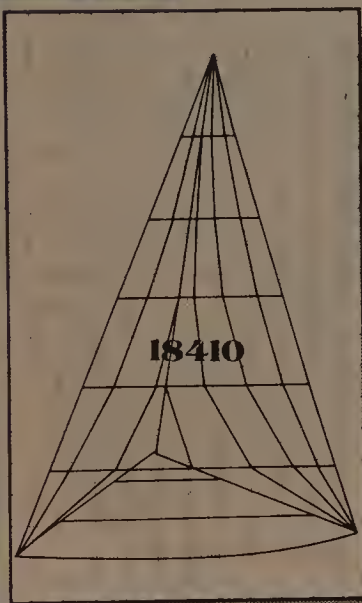
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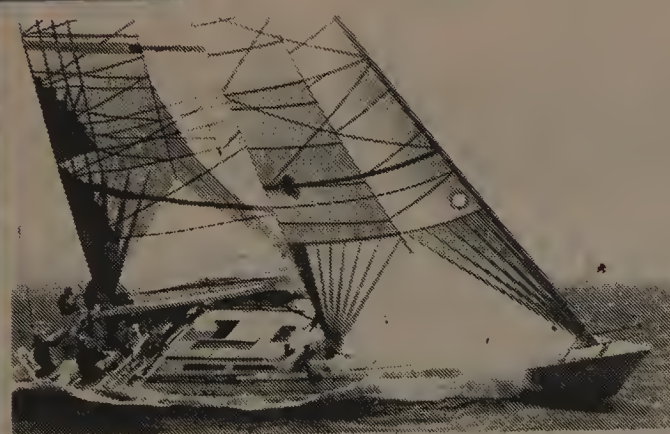
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MEXORC '88:

Fifty or sixty representatives from the 22 boats in this year's MEXORC fidgeted in their seats in the alcove of Manzanillo's luxurious Las Hadas Hotel, drinking coffee and waiting for the obligatory pre-race skipper's meeting to end. More than most

American who keeps his N/M 40 *Sirius* in Acapulco), race committee members Martine Becker, Rogelio Partida, and others, the



regattas, this meeting was a low-key, informal affair — mostly an excuse to introduce everyone to each other.

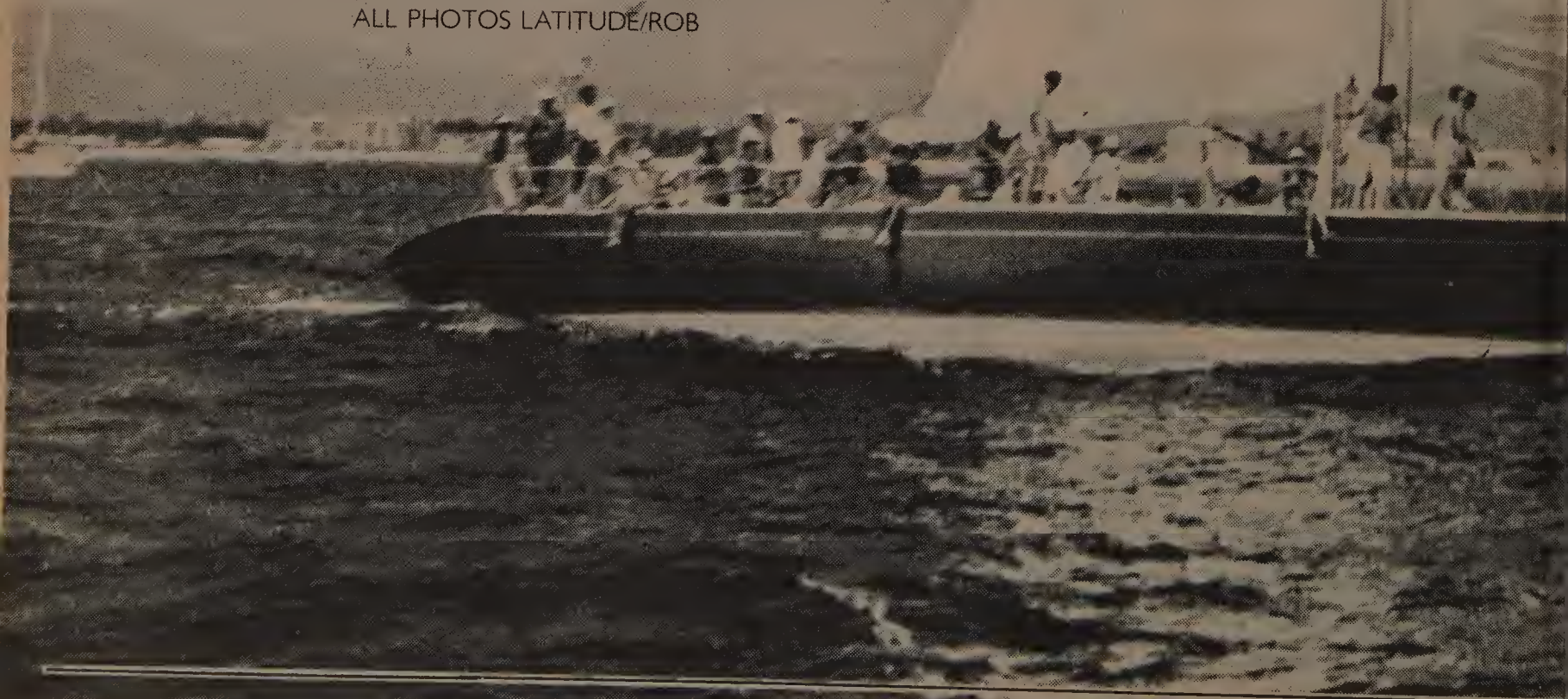
Aaron "Chatto" Saenz, head of the Mexican Sailing Federation (their equivalent of USYRU) and owner of the R/P 43 *Sidewinder*, warmly welcomed everyone to the 12th annual Mexican Ocean Racing Circuit. After quick presentations from regatta chairman Robert "Senor Bob" Higgins (an

Above, Las Hadas. Below, 'Sorcery' and 'Blondie' cross the finish line overlapped in the final race.

floor was opened to questions.

There weren't any to speak of. That is until Bob Kahn, a Pacific Palisades doctor who owns the Frers 43 *Jano* (ex-*Bandido Bandido*), raised his hand and began earnestly pursuing a small technical point that was left unclear in the race instructions. The race

ALL PHOTOS LATITUDE/ROB



SLEDS, CERVEZAS & PING-PONG

committee failed to answer his question adequately, and Kahn pursued the issue.

Finally, Bob Higgins ended the matter. Feigning perplexity, he looked at Kahn and deadpanned: "Is this your first MEXORC?" It brought the house down; even Kahn — who was in fact a first-timer — was laughing. The meeting ended shortly thereafter, and the first buoy race in the six-race, no throwout

was at MEXORC's expense — not Kahn's — and it was a reference to the looseness with which this event has always been run. MEXORC's a laid-back regatta — we can't even remember the last time anyone flew a protest flag. Drifting marks, imperfect starting lines, hand-calculated results with occasional errors, and the like were easily overlooked as long as the sun shone and the *cervezas* were cold. No one complained — hell, most people liked it that way.

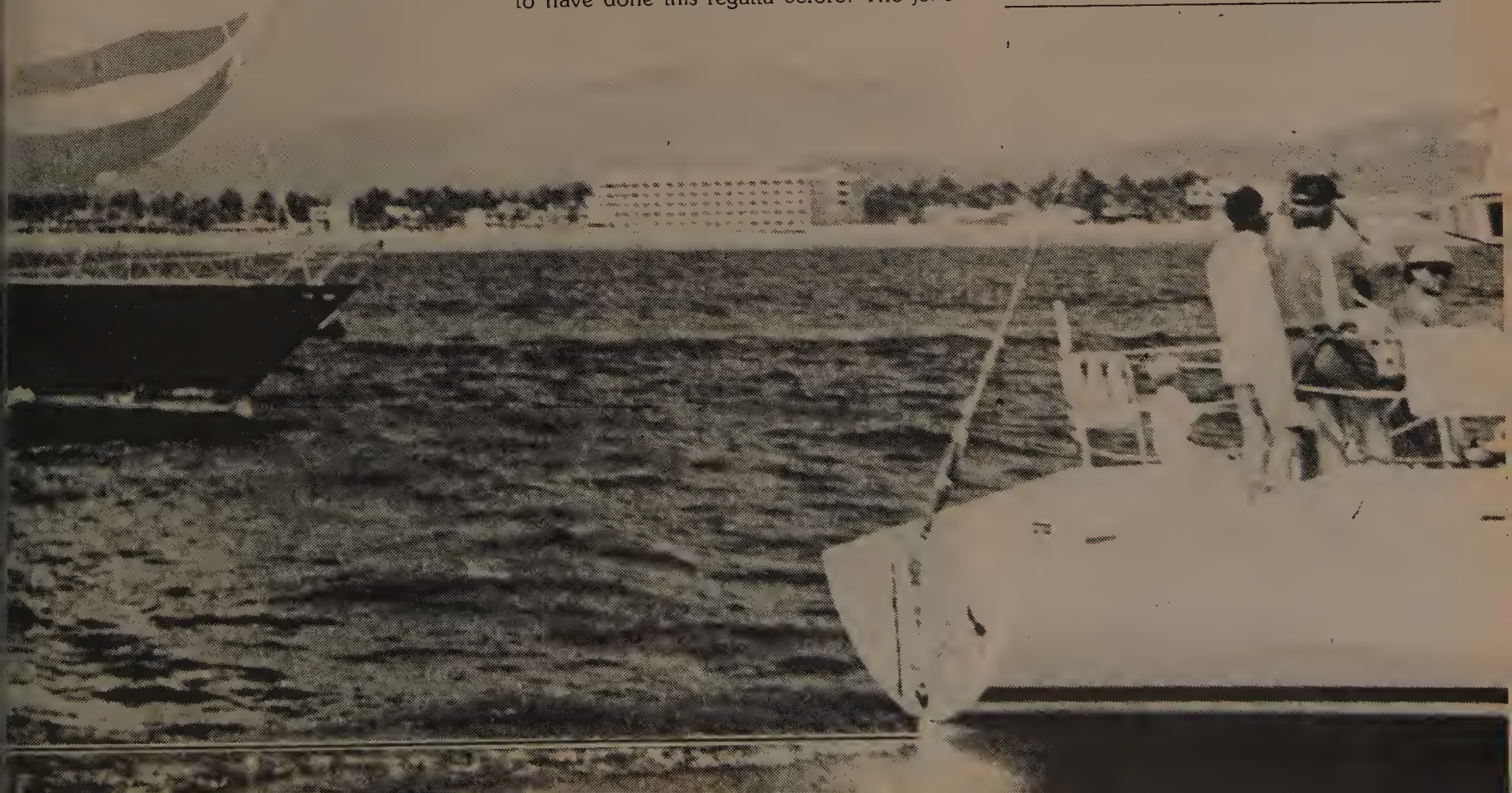
But that was the old days. The times, it



series began three hours later.

To understand Higgins' joke, you'd have to have done this regatta before. The joke

Bob Kahn and Lowell North won overall with 'Jano



MEXORC '88:

seems, they are a'changing. After a week of fantastic racing, it was obvious that MEXORC has blossomed into a legitimate



Makes you wonder what's on the front of this guy's t-shirt.

regatta. The race committee work was nearly flawless, thanks to members of the San Diego YC sticking around after their club's Manzanillo Race to help the Mexican Sailing Federation and the Acapulco YC administer the races. There were more boats entered than ever before, and because nine of them were 70-raters, the sheer number of people at MEXORC was far higher than ever before.

And the quality of the racing was unquestionably at an all-time high, largely because most of the rock-stars in California had jetted down for MEXORC, many for the first time. "Why go to the SORC when you can come here?" asked one rhetorically, "I'd rather go to a party than a funeral!"

And guess who had the last laugh at the new, improved South-of-the-Border week of fun and sun? None other than Bob Kahn. *Jano* (that's his wife's nickname) held off a late challenge from another, larger Frers boat — John Arens' venerable *Tomahawk* — to win MEXORC overall by 3.25 points.

The racing was held in classic Mexican conditions — sun, flat water, and 10 to 12 knots of breeze on the average. No one once

donned foul weather gear, and it was hot enough that on the only day that the start was postponed due to lack of wind, many crews went swimming in Manzanillo Bay. The northern Californian sailors on Paul Simonsen's SC 70 *Mongoose* and Bill Twist's chartered N/M 66 *Pandemonium* were obviously delirious with joy on account of the warm weather. They spent the better part of an hour engaged in some hybrid form of volleyball and water polo, each side claiming victory.

This year, an "upwind" year, MEXORC started and ended in Manzanillo. It began with a buoy race; next was a 34-miler up the coast to Tenecatita Bay. Miraculously — possibly the result of much "praying" at *Mongoose's* well-visited "tequila shrine" — the wind filled in from the south, allowing the first of two delightful spinnaker runs. Tenecatita is booked solid these days by the Canadian Tourist Bureau or some such agency in the frozen northland, and unfortunately appears to be permanently off the MEXORC tour. Accordingly, the fleet cruised from the finish up to the remote resort of Careyes. After a lay day, the racing resumed with another buoy race (each of the buoy races was about 18 miles long), followed by a fabulous 50-mile spinnaker ride back to Las Hadas. Then, after another lay

day, the regatta ended with two more buoy races.

The round-trip spinnaker ride to Careyes certainly helped *Jano* win overall (as well as costing *Sorcery* their expected victory in Class A — more on that later). But Kahn had a few other things going for him. Like

"I hope success
doesn't spoil
MEXORC."

other recent overall winners — *Blade Runner* in '87, *Jubilation* in '86 — *Jano* was the right size to win MEXORC. The big guys simply can't sail to their ratings around the buoys, while the smaller boats (mostly light air 40-footers from Acapulco) are, well, showing their age. Also appearing a little tired was Kahn's main competitor, the *Den-*

Waiting for the pangas on the Careyes dock.



SLEDS, CERVEZAS & PING-PONG

about 68 feet long and weighing around 26,000 pounds, were joined by Jake Wood's heavy (84,000 pounds) metal Mull



nis Durgan-driven *Tomahawk*. The blue-hulled beauty had mechanical problems all week, including a frozen starboard primary winch and a steering wheel failure at the start of the first race (they sailed with the emergency tiller), which may have made the

Dick Jennings, the 'Pied Piper' himself, turning on the charm.

difference between second and first.

The other card Kahn had up his sleeve was a killer crew, which included the Pope himself — Lowell North, who whispered tactics in Kahn's ear and shared the driving. North was delighted to be there, and definitely gave MEXORC his blessing: "After 17 or 18 SORC's in a row, this is just great!" North is currently looking around for a cruising yacht ("maybe something like Deaver's modified Farr 55") on which to take off and see the world.

Whereas *Jano* and *Tomahawk* scratched and fought it out in the small hodge-podge of Class B boats, Javier Velazquez sailed his old tin Peterson two tonner *Vendetta* to a convincing win in Class C. With a new elliptical keel and rudder, gobs of old age allowance (MEXORC is, and always has been, strictly an IOR regatta), and a tight crew, *Vendetta* wins most of the regattas she enters, including this one. Coming in second out of the eight boats (all from Mexico) was the N/M 40 *Iemanja* (ex-*Electra*); third was *Saeta*, a N/M 41 which won MEXORC overall in 1985.

But with all due respect to Bob Kahn and the sailors in the two smaller classes, the real action was in Class A. Eight sleds, all

82 *Sorcery*. It was strictly a case of apples and oranges, or in this case, eight apples and a tomato.



At 10 knots, the two downwind 'distance races' didn't take very long.

MEXORC '88:

With Ron Baerwitz driving and Norman Davant calling tactics, the big red "lead sled" looked like a shoe-in to repeat her class vic-



tory from last year. If it had blown any harder, or if the race to Tenecatita had been upwind, *Sorcery* would surely have prevailed. "And if my aunt had . . .," sighed Davant, a Sobstad sailmaker who's moving up to their San Francisco loft later this month. *Sorcery* dwarfed the sleds, all of whom tried to stay out of her way, especially at the starts. "Pesky little gnats," said Baerwitz, who jokingly threatened to bring his fly-swatter to the starting line and crush a few of them.

The sleds — four of Bill Lee's creations against a like number of Bruce Nelson's — soon sorted themselves out into three categories. What became referred to as Class A-1 consisted of Pat Farrah's SC 70 *Blondie* — the ultimate winner — and Bill Twist's chartered N/M 66 *Pandemonium* (*Sorcery*, though not a sled, definitely sailed in this subdivision). Farther back, two SC 70's, Bob Doughty's chartered *Kathmandu* and Bill Wilson's Manzanillo Race winner *Citius* battled it out in Class A-2. That contest was really close until the last race, when the Dave Ullman/Pete Heck combination on *Citius* "shot ourselves in the foot".

Class A-3 consisted of *Mongoose*, *Maverick*, *Prima*, and *Swiftsure*. The former two relatively new boats should have performed better, but a combination of mediocre starts and perhaps not approaching the regatta as seriously as the Farrah or Twist programs knocked them into the

Setting the pace: Pat Farrah with the two ping-pong finalists. ("Ping-pong's been very, very good to me.")

cheap seats. The latter two were charter deals — *Prima* to a Marina del Rey group headed by Claudia Wainer and *Swiftsure III*

to Dick Jennings of Chicago. Jennings and crew had a great time ("it beats shoveling the driveway back home!"), but sorely missed their own boat, the Great Lakes based SC 70 *Pied Piper*.

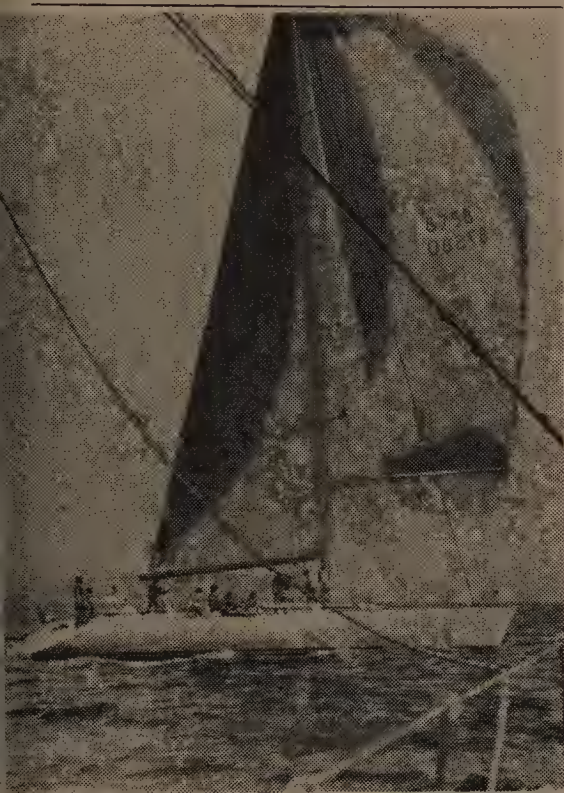
To no one's complete surprise, *Blondie* emerged on top of the sled heap. For this series, Pat Farrah and his loyal following (Mike Elias, John Jourdan, Mark Wilson, et al) were reinforced by heavies Robbie Haines, who co-drove with Pat, and Ron Love. Uncharacteristically, this talented group went "fishing" in the first race — i.e., they dragged their spinnaker in the water and stopped dead at the leeward mark — and opened with a sixth. But they steadily pulled themselves back into the hunt, mainly on the strength of winning both the distance races.

The surprise — other than the wind gods pushing *Sorcery* down to third — came from the second place finisher, *Pandemonium*. Bill Twist — sailing with three friends from Chicago, owner Des McCallum, and the core group of his *Blade Runner* crew — jumped on *Pando* the day before the race for the first time. Except for Des and the boat's captain, Greg Paxton, none of the group had ever raced on the boat before. Actually,

1988 MEXORC RACE RESULTS

Class	Fleet	Boat	Type	Owner / Driver	Races	Total
Class A						
1	12	<i>Blondie</i>	SC 70	Pat Farrah/Robbie Haines	6-1-3-1-2-2	14.5
2	12	<i>Pandemonium</i>	N/M 66	Bill Twist	2-2-2-4-4-1	14.75
3	13	<i>Sorcery</i>	Mull 82	Jake Wood/Ron Baerwitz	1-5-1-5-1-4	16.25
4	15	<i>Kathmandu</i>	SC 70	Bob Doughty	3-4-5-6-3-7	28
5	16	<i>Citius</i>	SC 70	Bill Wilson/Dave Ullman	4-3-7-3-5-9	31
6(T)	17	<i>Mongoose</i>	SC 70	Paul Simonsen/Steve Taft	5-6-6-6-6-5	37
6(T)	17	<i>Maverick</i>	N/M 68	Las Crouch/Scot Tempesta	8-8-4-7-7-3	37
8	19	<i>Prima</i>	N/M 68	Prima Synd./Claudia Wainer	7-9-8-2-8-8	42
9	22	<i>Swiftsure III</i>	N/M 68	Dick Jennings	9-7-9-8-10-6	49
Class B						
1	1	<i>Jane</i>	Frers 43	Robert Kahn/Lowell North	1-1-3-1-1-3	9
2	2	<i>Tomahawk</i>	Frers 51	John Arens/Dennis Durgan	2-3-1-2-2-1	10.50
3	7	<i>Eclipse</i>	N/M 43	Bill Bannasch	3-2-2-3-3-2	15
4	20	<i>Roller Coaster</i>	SC 50	John Fraser & Ken Burnap	4-4-5-5-5-4	27
5	21	<i>Kayue</i>	Peterson 10 Meter	B. Eneko	6-5-4-4-4-5	28
Class C						
1	3	<i>Vendetta</i>	Peterson 40	Javier Velazquez	1-1-5-4-1-3	14.25
2	4	<i>Iemanjá</i>	N/M 40	Jorge Escalante	4-5-2-5-2-4	22
3	5	<i>Saeta</i>	N/M 41	Rogelio Partida	3-6-1-7-6-1	23.5
4	6	<i>Sirius</i>	N/M 40	Bob Higgins	5-3-8-2-4-2	24
5	8	<i>Volare</i>	Peterson 43	Antonio Elias	7-2-6-1-3-6	24.75
6	9	<i>Sidewinder</i>	R/P 43	Aaron Saenz Jr.	2-4-3-3-8-7	27
7	10	<i>Alarife</i>	Holland 41	Manuel Vasquez	8-7-4-6-7-5	37
8	14	<i>Shamadi</i>	N/M 40	Hector Guzman	6-8-7-8-6-8	42

SLEDS, CERVEZAS & PING-PONG



'Kathmandu' crosses in front of 'Pandemonium'

most of them had never seen it before. No one — least of all themselves — expected them to do as well as they did: *Pandemonium* is an older, shorter sled without much of a track record and Twist knew nothing about the art of sledding.

"We threw this deal together at the last moment — we just came down for a good time," said Twist, who won the series last year in *Blade Runner*. Their practice session was short and unfruitful ("a lot of us were pretty hungover") and no one knew what to expect when the racing started. But Twist drilled the start, got over to the favored right side of the course first, and popped up at the weather mark first. "We all looked at each other in amazement, and realized 'Hey, we can win this!'"

In the flat water and light winds which *Pando* seems to like — combined with winning four of the six starts — Twist almost pulled off the upset of the series. After booting a mark rounding in the fifth race and losing a few boats in the process, Twist had to put a boat between *Blondie* and his *Pando* to win the series. The sixth and final race — a Gold Cup in Manzanillo Bay — was quite possibly the most exciting race in MEXORC history.

The outcome of the sledding series hung in the balance for two hours as light air and windshifts kept juggling the order. Mathematically, any of the three boats in A-1 could have won the series, but with just three

nailbiting downwind miles to the finish, it came down to *Pando* and *Blondie*. After a series of jibes, Twist won the race; whether or not *Maverick* had slipped between them and *Blondie* wasn't known for sure (the sleds all rate at or near 70, and some give small amounts of time to others) until later that night. *Maverick*, it turned out, fell nine seconds short of *Blondie*.

Blondie's victory was a popular one, as Pat Farrah is well-known and respected by the MEXORC crowd. Earlier in the week, he had once again generously treated the fleet to his Third Annual Intergalactic MEXORC Bikini Ping-Pong Tournament. That event — a gala all-afternoon poolside party in the private Presidential Suite at Las Hadas — is already legendary on the West Coast racing scene. Everyone, including Pat, ended up in the pool in what was the most raucous scene of the week. (If anything, this was a tame year for partying — the Club Med in Careyes was closed for renovations; there were no wild gearbusters to unwind after; no Hawaiians to taunt with bananas).

Food, alcohol, and good times flowed freely at Farrah's party, one which easily eclipsed every other social function of the week. We figure Pat could have bought at

die, walked off with most of the money.

"Next year, I'm bringing down the Korean national women's ping-pong champion for this. We need the money!" joked Twist. But joking aside, next year may be an off year for MEXORC despite its success this year. The newly formed ULDB 70 Association has decided on its busy 1989 championship schedule (Newport-Cabo, Cal Cup, TransPac, Big Boat Series, and LA-Cabo), and the Puerto Vallarta race — the feeder race to MEXORC in odd numbered years — isn't on it.

"Sleds are the only game in town these days," commented Bill Lee. If that's true — and who are we to argue with him? — then the lack of sleds next year could really take the wind out of MEXORC's sails. According to the MEXORC brass though, there will be a MEXORC next year — if only for the Mexicans. Certainly, it will be smaller than it was this year. The sleds will return in force in 1990, effectively making MEXORC a biennial part of their circuit. Whether other classes (Santa Cruz 50's?) will jump in and fill the void left by the sleds — or if MEXORC will become something of a non-event in odd-numbered years — remains to be seen.

But sleds or no, MEXORC is a regatta with a great future. At 12 years old, it's going through "puberty": still a little awkward and not done changing, but clearly on the verge



The men behind MEXORC: Chatto Saenz, left, and Bob Higgins.

least one, maybe two, new spinnaker(s) for *Blondie* or *Rags* with what he unflinchingly spent on entertaining everyone. Farrah even put up a \$2,000 purse to spice up the ping-pong game — Janna, a vacationer from Salt Lake City who had just met a guy off *Blon-*

of becoming an "adult" regatta. Most people we know, however, think that MEXORC's finally hit a happy balance between good racing and serious fun.

"It's perfect just the way it is," said Dave Ullman, "I hope success doesn't spoil MEXORC, or turn it into what the SORC used to be. I hope it never gets more intense."

— latitude — rkm

I'd rather be sailing my boat than working on it. But one of the things that makes the boat projects tolerable, if not marginally enjoyable, is all the dock neighbors that stop by to offer their help and advice. Of course, you have to put up with an excessive amount of the latter if you expect to get any

"Cleaning the bottom," I concluded when I saw the next group of bubbles come up, a little farther along the side of the hull. So I took another minute to inspect some more of

face the boat, the deck, cockpit and cabin were still deserted.

"You on the dock!" the voice said.

I turned around again, still seeing not a soul within hailing distance. Totally mystified by now, I looked down into the water under the boat's overhanging stern. Could it be the diver? No, the bubbles were still boiling up near the bow.

"Up here!" the voice repeated again. But the deck was deserted.

"Up the mast, you darn fool!"

I looked up, and there he was dangling in a bosun's chair some 45 feet above me.

"So there you are," I said. "Are you the owner of this boat?"

"Yep," he answered.

"Congratulations," I shouted. "And welcome to this side of the marina. Looks like we'll be seeing this yacht out sailing a little more often in the near future."

Singlehanded is lots more work, but for some it offers the greatest rewards.

Is it okay to turn off running lights offshore when nothing's in sight?

of the former. So when I really intend to accomplish something, I start early — before the kibitzers are out in force. But the last time I tried that strategy, one boat that I had never given more than a passing glance caught my attention before I had even made it down the dock to my own slip.

It was one of those boats that never leaves the dock. My marina is full of them. It's hard to comprehend how the owners of these neglected vessels can justify paying the berthing fees for what must be a maximum of two or three days of sailing every season — but there they are, gathering barnacles year after year. The only thing I had ever noticed about this particularly nondescript cruiser/racer was the fact that it was somewhat similar to my own boat, and that it was occasionally chained to the dock for being more than one month overdue on berth payments.

But on this morning, I was surprised to see a dramatic change in this boat's program. The hatches were open, there were tools all over the deck, and the chain to the dock was gone. Large pieces of freshly-sawed mahogany plywood were stacked on top of the cabin trunk. A bright new boom vang line — white with red flecks — had been rigged, although the mainsheet, blocks and all, was mysteriously missing. Shopping bags representing several local chandleries were lying on the cockpit seats.

"New owner, at last," I thought to myself as I put down my own bundle of new toys for my boat and peered into the cabin to see if I could introduce myself and extend a welcome to the new boat-neighbor.

But there was nobody in sight. And nobody visible for hundreds of feet up and down the dock in either direction. Then I noticed a patch of bubbles emerging from under the boat's hull.

the new cleats and running rigging that had just been installed, and decided I would catch this person on my way out.

"Hello there!"

I had just turned around to pick up my load of new parts, when I was startled to hear a voice that sounded like it was coming from the boat. But when I turned back to



"Thanks. Say, could you do me a favor?"

"Sure." I answered, knowing all too well how helpless you can be at the top of the mast.

"Send up a Phillips screwdriver on the spinnaker halyard — there's one in the small toolbox on the chart table."

"Be happy to." I answered as I put down my gear, grabbed the shroud and swung aboard.

"Whooooaaah!" he hollered. "Easy does-it down there!"

From then on I stepped very lightly: into the cockpit, down the companionway, and over to the chart table. I found the screwdriver, and also noticed that a very impressive array of new instruments had evidently just been installed in the nav panel. There was still sawdust on the chart table, and boxes and manuals for a Loran, depth-sounder, and wind instruments were lying on the quarter berth. The new Loran was turned on, and I noticed it displayed the exact latitude and longitude of the marina.

Following instructions from above, as it were, I put the tool in a small ditty bag along with a winch handle (for ballast, it was explained, so the bag would come down) and sent it up on the spinnaker halyard. Meanwhile, by means of fragments of shouted dialogue, I was able to determine that the man aloft had actually been a part owner of this boat for years, but had just recently retired from his job and bought out his partners.

He was finished with the work aloft in a couple of minutes, and then lowered himself back down to the deck on a 5:1 tackle.

"So that explains where the mainsheet went," I remarked as I saw his mast-climbing rig.

"The blocks, anyway," he said. "Mainsheet's not nearly long enough, so I reeve in the anchor line. Works great at the dock, at least. Hope I don't have to use it offshore."

"Planning a long cruise?" I asked, although it hardly seemed necessary.

"Eventually," he answered. "First, I'm going to sail some of the short-handed races to get the boat shaken down, and get used to the ocean again."

"Single-handed Farallones is coming up," I said.

"Yep. Just finished fittin' a masthead strobe light."

"One of those new combination masthead tri-color and strobe units?" I asked.

"Nope," he answered. "Running lights are much better on deck level."

"Really? I always thought those masthead tri-color running lights were a great idea, if

This led to a general discussion of running lights offshore — is it okay to turn them off when there's nothing in sight? Should strobe lights be left on? Are strobe lights even legal?

But before we could resolve any of these issues, the diver's head popped out of the water. We both stepped down onto the dock to give him a hand.

"Kid's done two Singlehanded TransPac's," said the owner as we pulled him up out of the water. "Knows what he's talkin' about . . . most of the time."

Of course, the diver couldn't hear a thing through his neoprene hood.

"All done," he announced. "But I'm afraid I'm going to have to charge you more than usual for that one. I practically needed my underwater chain saw."

"Well, I haul out in a few weeks. By the way, did you bring the swaging tool for me to borrow?"

"Sure did. What's the rigging project?"

"Jacklines along the rails for my harness line to hook on to," said the owner. "Going to rig permanent wires."

"Well, you can borrow the tool," said the diver, "but personally, I don't think those 'jacklines', or whatever you call them, are worth very much."

"You think it's important to be able to stay hooked in all the time in heavy weather on a small boat?"

"Yes, it's good to have that ability, which is why I don't like jacklines."

The diver could tell that this would require an explanation.

"They look good at the dock," he explained, "but the first thing you'll find when you actually try to use them is that there are

If a human driver can't keep the boat from spinning out, then the autopilot can't do much better.

you don't mind the weight and windage up there."

"They're fine for way offshore. Problem is, my masthead is just about the same height as the bridge of a small ship. So in any kind of busy harbor or bay, a masthead light gets lost in the background lights on the horizon. It's also hard to maintain a light up there. I like big, powerful running lights, but they belong at deck level."

so many strings that cross over them that you have to unhook about five times to get from the bow to the stern. Also, if you have a short enough tether to keep you from going overboard, you'll have to unhook to go below. So every time you run up on deck, the first job will have to be hooking up to something."

"Plan is to have one long and one short tether . . ."



LATITUDE RICHARD

"Then you'll always be tripping over the loop in the unused tether hanging from your harness. Believe me, I've been there! Jacklines are not the way to go for singlehanding.

We were not convinced, and asked him to come up with a better system.

"Simple. I use one long tether, permanently attached to the deck right at the mast step (but not to the mast, in case the mast goes over the side!). It's just long enough for me to 'use the facilities' off the stern without unhooking. I can go all the way to the bow, or even get to a large portion of the cabin, including the chart table and my bunk, without unhooking. If I go overboard, I'll end up dragging right alongside the stern, where the freeboard is lowest, and I keep a loop of line on each stern mooring cleat that I can pull down to use as a step to help climb back aboard."

"That could still be quite a trick at eight knots," I remarked.

"My boat's small enough so that it'd probably slow down to about two if it was dragging me through the water. The main idea is, the one long tether is simple enough so that it isn't that much of a hassle to use — therefore it gets used. A safety harness is an exercise in self-discipline as much as anything else. Jacklines are a royal pain in the derriere."

"But you still have to remember to 'unwind' everywhere you go," added the owner.

"Sure. But that's also why you have to have a big, reliable quick-release shackle at the harness end. This is important with any

re-rig my outhaul."

"No problem. I'll run up and get it as soon as I finish the next boat I have to clean. Tell

perience — a lexan dome is just about the most valuable piece of equipment you can put on a boat for singlehanded sailing

"I'm going to have to charge you more than usual. I practically needed my underwater chain saw."

me, though, what's the big piece of plywood for? And why is your main hatch removed?"

"You're on the right track," grinned the owner. "This darn hatch always leaks, no matter what I do to it. So for the ocean, I'm just replacing it with a fixed plywood deck. Only the aft 12 inches or so will hinge up."

"Are you planning to put any hardware on it?"

"Not particularly. Why?"

"You know those lexan domes that all the French singlehanders have on their boats when they race in the Singlehanded Transatlantic?"

"Yep, seen pictures of boats with those plastic bubbles. Even see them on some European cruising boats that come through

Especially if you have an autopilot controller — or even an all-out steering station — down below where you can use it with your head inside the dome."

"I second the idea of an inside steering station. But a dome gives you nearly the same watchkeeping and steering capability without going on deck, and with no bad side effects on the boat. You can even check the spinnaker trim without getting out of your bunk!"

My new friend was not impressed, insisting that it's impossible to sail effectively from inside the boat.

"Okay, but remember where you heard it first," said the diver. "When you're out there in a real blow for a few days, you'll forget all about this 'be sensitive to the wind and the boat' stuff that those diehard 'steer from outside or not at all' people like to talk about."

"Don't worry, son. I've seen it blow like snot more than a couple of times in my day," he chuckled.

"Where can I get one of these domes?" I asked.

"The only manufacturer I know about is in France, not surprisingly. The better chandleries should be able to order one for you, if you're willing to wait a few weeks. They cost somewhere around \$300, and worth every dollar as far as I'm concerned."

"Did you have inside steering on the boat you sailed?"

"Not directly. Just the autopilot control, but that was almost always enough."

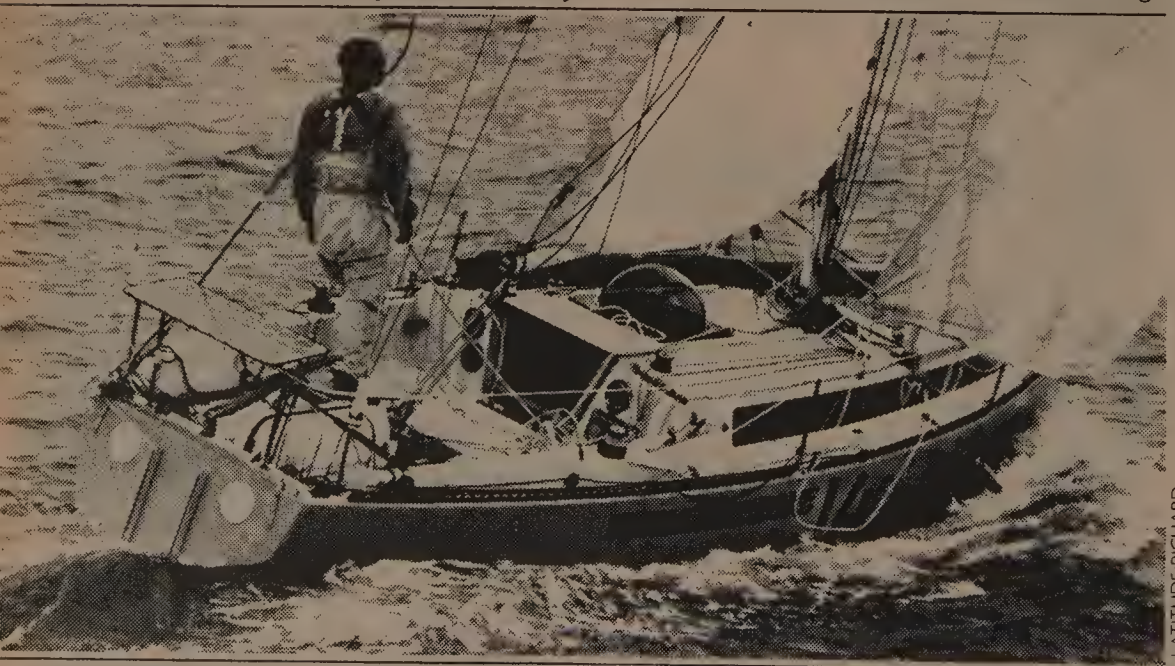
"Even with the chute up?"

"Oh, hell yes. Even surfing and planing."

Now I was beginning to doubt this guy's credibility.

"There's a trick to it, though," he added. I was all ears.

"First off, you have to have a boat that's reasonably light and steers well downwind. If



LATITUDE RICHARD

type of harness setup — sometimes you find yourself on the wrong side of the lazy guy during a jibe, for example, and the ability to unsnap the damn thing quickly can really save your neck."

"Still need to borrow your swaging toll to

For long-distance singlehanding, many solo sailors swear by lexan domes.

here every once in a while."

"That new deck where your hatch used to be is a natural spot for one. I know from ex-

a human driver can't keep the boat from getting the rollies and spinning out, then the autopilot can't do very much better. Then you have to get an autopilot that's at least one size above what's usually recommended for your boat. The trick is to 'choke up' on the tiller, or modify the gearing if it's a wheel system, so that the steering rate is a lot faster. In other words, if the actuator is supposed to be attached to the tiller 18 inches forward of the rudder stock, add another pin at 12 inches or even 10. You see, the problem isn't power, it's speed."

"Don't the modern pilots have a gain control that adjusts response speed?" I asked.

"No, that just sets the amount of actuator motion for a given amount of off-course error. The speed that the actuator moves is always the same."

"I see."

"Well, I've got another boat to do. Be over a little later with the swaging tool."

He pulled his hood back up over his head, put on his mask, regulator, grabbed his brush, and back-flipped off the dock into the harbor.

"Good kid," remarked the boat owner. "Sure is opinionated, though."

"So then, what are you going to do for self-steering?" I asked.

"Probably an autopilot for the Farallones race," he said, "but I prefer a vane gear for cruising. That diver 'n me have spent hours arguing about it already."

"You look pretty well set up for single-handing otherwise," I said. "All the important controls lead aft, and you've got the self-tailers on the winches."

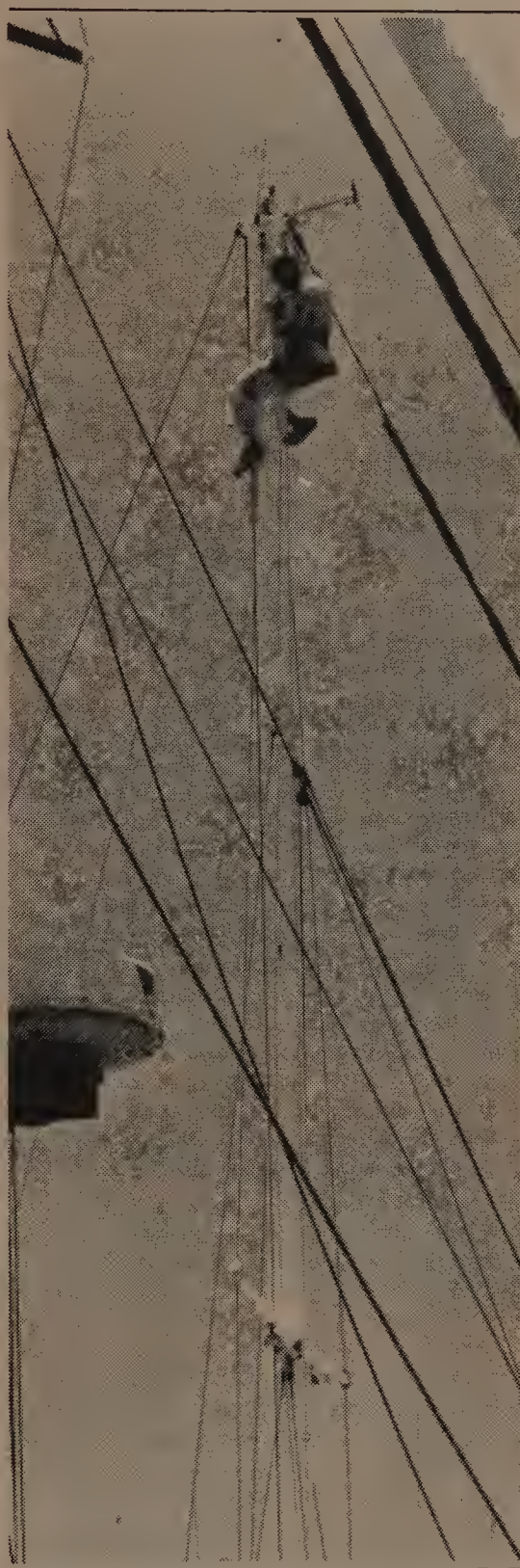
"But you know — having the halyards leading aft was one of the problems. Tried to douse a big jib singlehanded lately?"

I couldn't remember that I had, so I shook my head.

"Only way to do it is with the halyard tail in one hand, and the jib in the other. Now try that with aft-led halyards."

"So how are you going to handle it?" I asked, although I saw the solution already installed on his mast.

"Put some clam-cleats on the mast, the kind with the little guard that flips up to keep lines out of them when you don't want to use it. Before I douse a sail, I flip down the cleat guard, and take the part of the halyard tail between the mast exit port and the turning block on deck, and nudge it over into the cleat. Then I go aft and release the halyard from the winch, and then go up to the mast again and pull enough slack in so I can lower



the sail without anything fouling up back in the cockpit."

"I guess you have all kevlar halyards, then."

"Sure do. I finally got convinced on that one. But you have to watch which brand of kevlar core halyard you buy. Some stuff is very stiff when you try to twist it, and that means it forms kinks very easily when a coil is running out through a block or fairlead —

unless it's flaked out very carefully."

We chatted some more about various details of boat rigging, I repeated my welcome to the dock, and then picked up my bag of boat gear once again to leave. But who should suddenly appear walking up the dock but Lee Helm, my Naval Architect friend from the University. Evidently she had been helping out on the boat she would be crewing on for the ocean series this year, also berthed on this dock.

"Hi Max," she said as she came within range. "That wasn't you up the mast a while ago, was it?"

"Oh no," I assured her, and introduced her to the new singlehanded sailor on the dock, explaining that he had been up the mast installing a strobe light.

"Great, another racer. We'll have to get you out for the Friday Night Races also."

"You should see what he's done to the nav station on this boat," I told Lee. "The new Loran is right on position, even down to the last hundredth of a minute."

"Awesome! But like, I gotta show you something about Lorans."

She led us both down into the cabin, and found the nav station, where the Loran was still displaying the exact position of the slip. She pressed a few buttons, and the screen changed to show the number "99" in three places, all under the heading "SNR".

This is the signal-to-noise ratio of the three signals," she explained. "It's not actually 99 decibels or anything, this is just a relative indicator. But like, this is the top of the scale. Dynamite installation, real solid. Now, where's the switch for the strobe light?"

The owner reached over to the panel, and switched on the new strobe. Almost immediately, the numbers started to plummet. And after two or three minutes, the display was reading 5, 20, and 7.

"Hey, the new strobe light looks great," said the diver as he stuck his head in the hatch, passing down the big swaging tool.

Then Lee set the Loran back to lat/long. Several warning indicators were flashing, and the position put us somewhere near Sacramento.

"Well, so much for continuous use of the strobe light," remarked the owner.

Lee then launched into detailed discussion of "RF" interference, or something, and it seemed like a good time to make my escape.

"It's true what they say about working on your boat in a busy marina. There's an endless supply of help and advice, but in order to receive the former, you have to tolerate the latter."

— max ebb

THE RACING

This month, we offer quick reports on the **Wheeler Regatta**, a trio of **St. Francis Invitationals**, the **San Francisco Cup**, the **Jack Frost Warm-up Series**, and a piece on **College Racing**. In addition to wrapping up six different **Midwinter Regattas** (finally!), we have reports on **Carl Schumacher**, **Craig Healy**, and some tales of woe from the **Bacardi Cup**. There's also results from a few other races as well as the usual batch of **Race Notes**.

Wheeler Regatta

"This was the best Wheeler Regatta ever," claimed Berkeley YC regatta chairman Bobbi Tosse. "We had 124 boats out, which is even more than the Big Daddy got. We also arranged specially for some of the best sailing weather in recent memory."

Of course, Tosse might be a little biased, but we couldn't find anyone who disagreed with her statements. The three race series, held on the Berkeley Circle on March 19-20, was sailed in the nautical equivalent of "spring skiing". Indeed, many sailors consider springtime on the Bay — steady breezes and sun: not a midwinter drifter or a chilly midsummer blowout — the best sailing of the year.

Nine divisions raced two races of eight and ten miles Saturday, followed by a 13-mile course on Sunday. A tenth "division" consisted of only two boats. Ed Kerwins' Pearson 10M *Olias* and Todd Lee's C&C 35 Mk III *Mesmerize*. They were dueling for the right to represent our region (Area G, otherwise known as "The G Spot") in a national USYRU event for amateur PHRF sailors. Kerwin and his crew won the series 2-1, thereby earning the right to go up against nine other handicap racers from around the country. The event will be sailed in Luders 44 yawls at the Annapolis Naval Academy in late May.

The Wheeler racing was surprisingly clean. According to Tosse, "we had very few protests considering the amount of boats and the wide range of skill levels represented." The J/24's, who made this regatta a "counter" on their schedule, did have a double general recall in one race, but that's not unusual in this aggressive one-design fleet.

The Saturday night party at the Berkeley YC — complete with a "loud" band and videos of the racing on the club's new 50-inch TV screen — was also a big hit. The regatta is named in honor of the late Rollo Wheeler, a past commodore of Berkeley YC who disappeared some 15 years ago in a powerboat accident near Cabo.

DIV. A (IOR) — 1) **Bravura**, Farr 40, Irv Loube, StFYC, 3.5 points; 2) **National Biscuit**, Schumacher 36, Colin Case, SFYC, 13; 3) **Kentucky Woman**, Peterson 40, Jerry Wood, CYC, 13. (13 boats)

DIV. B (PHRF 0-129) — 1) **Wave Train**, Olson 911S, Rick Caskey, BYC, 2.25 points; 2) **Bydand**, Baltic 42DP, Max Gordon, RYC, 7; 3) **Fast Company**, Pyramid 45, Arne Jonsson, EYC, 13. (12 boats)

DIV. C (WYLIE WABBIT) — 1) **Ricochet**, George Pedrick/Gene Harris, No YC, 2.25 points; 2) **Mr. McGregor**, Kim Desenberg, RYC, 8; 3) **Thumper**, Michael Prentice, No YC, 8. (7 boats)

DIV. E (PHRF 130-169) — 1) **George**, Olson 25, Steve Roberts, CSC, 7 points; 2) **Notorious**, Hawkfarm, James Hirano, CSC, 10.75; 3) **Twilight Zone**, Merit 25, Paul Kamen, CSC, 12. (15 boats)

DIV. F (J/24) — 1) **Deja Vu**, Chris Perkins, StFYC, 5.75 points; 2) **Sweeny Todd**, David Menis, No YC, 12; 3) **American Beauty**, Ray Delrich, RYC, 12.75. (22 boats)

DIV. G (PHRF 170-204) — 1) **Honcho II**, Santana 28, Paul Rosenthal, BYC, 7.75 points; 2) **High Appraisal**, Newport 30 III, Patrick Lane, VYC, 9.75; 3) **Antares**, Islander 30, Larry Telford, BYC, 14.75. (20 boats)

DIV. H (KNARRS) — 1) **Silk Purse**, M. Adams/M. Blake, RYC, 3.50 points. (6 boats)

DIV. J (PHRF 204 & over) — 1) **Cinnabar**, Cal 25, Ed Shirk, BYC, 4.75 points; 2) **Farmers**, Cal 20, R. von Ehrenkrook, CSC, 8.75; 3) **Whimsical**, Cal 25, David Stone, CSC, 9. (13 boats)

DIV. K (SANTANA 22 w/spinnakers) — 1) **Anemone**, Hank Lindemann, EYC, 2.25 points; 2) **Soliton**, Mark Lowry, BYC, 9; 3) **Gust Buster**, John Orfali, BYC, 9. (10 boats)

StFYC Spring Invitationals

St. Francis YC held their annual one-design spring invitationals last month, offering a total of 14 fleets and over a hundred boats some high quality cityfront racing over three different weekends. For most of the fleets, this was the first "real" regatta of the '88 season. Remarkably, the weather was nearly perfect for each of the three weekends. Add to that St. Francis YC's usual splendid job of race organization, management, and shoreside hospitality, and *voila* — great racing!

Only three classes turned up on March 5-6 for the four-race Spring Regatta, traditionally for keelboats under 30 feet. Don Jesberg quadruple-bulleted the 15-boat



Etchells 22 class; hot Santa Cruz sailor Gilbert Smith likewise blitzed the 9-boat Soling fleet. Keith Milne, sailing *Pornographic Act* (nee *Exocet*) and flying the Assemblies of God YC burgee at half-mast, took the 22-boat J/24 division. He and about a third of the J/24 fleet — all the frontrunners — were relaxing inside the breakwater ("we were literally out to lunch") when the second race on Sunday started without them. Milne barely recovered; unfortunately, the two leaders after three races, *Dejavu* and *Bearna Baoghail*, never did.

The following weekend, March 12-13, was the One Design Regatta, usually for boats over 30 feet. Joining the six invited classes were the Express 27's and J/29's, which had both opted for the Big Daddy the



A trio of Tartan 10s: 'Wizz Lass' chases 'Wave Runner' and 'QE3' in the Spring One-Design Regatta.

weekend before rather than sail in the Spring Keel. Two boats distinguished themselves by winning all three races: Frank Hinman's *Top Gallant* won in the 12-boat Newport 30 class, while Jim Taylor's *Blazer* did the same in a smaller convention of J/29's. Perhaps because it was the windiest of the regattas — or maybe it was the sheer number of sailors involved — the Saturday night party was the wildest of the three.

The last of the trio of high octane racing weekends was March 19-20's Dinghy Regatta, which catered to only three classes. The 5-0-5's in particular were out in force for the five race, one throwout weekend.

Results of the three regattas follow:

Spring Keelboat Regatta

ETCHELLS 22 — 1) *Ultra Violet*, Don Jesberg, StFYC, 5.25 points; 2) *Puff*, Bill Claussen, RYC, 10.75; 3) *600*, Hank Easom & C. Mohn, 16; 4) *Mr. Natural*, Bill Barton, SFYC, 16; 5) *Fine Line*, Vito Bialla, SFYC, 18. (15 boats)

J/24 — 1) *Pornographic Act*, Keith Milne, StFYC, 13 points; 2) *Dejavu*, Chris Perkins, StFYC, 14.5; 3) *Illusion*, SAAB Syndicate, StFYC, 20; 4) *Full Tilt Boogie*, Fred Bonati, EYC, 24; 5) *(No Name)*, Dave Hodges, SCYC, 30.75. (22 boats)

SOLING — 1) *MachTwo*, Gilbert Smith, SCYC, 3 points; 2) *(No Name)*, Ric Rattray, StFYC, 9; 3) *See-You-In*, James Butler, SFYC, 11; 4) *Brushfire*, Goppner/Fuete/Afflerbach, NYC, 5) *Gael Force*, Mark Murray, CYC, 31. (9 boats)

Spring One-Design Regatta

EXPRESS 27 — 1) *Trimmer*, Skip Shapiro, RYC, 6¾ points; 2) *Friday*, John Liebenberg, RYC, 12; 3)

UXB, Patrick Strange, CSC, 14. (15 boats)

EXPRESS 37 — 1) *Foghead*, Ray Delrich, RYC, 6¾ points; 2) *Re-Quest*, E. Glenn Isaacson, SFYC, 11¾; 3) *Morningstar*, Larry Doane, StFYC, 12. (9 boats)

ISLANDER 36 — 1) *Prima Donna*, Eric Warner, RYC, 8¾ points; 2) *Fast Forward*, Hoolar/Schuchardt/Brucker, No YC, 8¾; 3) *Shenanigan*, Mike Fitz-Gerald, StFYC, 11¾. (9 boats)

J/29 — 1) *Blazer*, Jim Taylor, StFYC, 2¼ points; 2) *J'Ouvert Mornin*, John Arndt, CSC, 7; 3) *Potsticker*, Kirk Denebeim, StFYC, 12. (6 boats)

NEWPORT 30 — 1) *Top Gallant*, Frank Hinman, No YC, 2¼ points; 2) *Mintaka*, Gerry Brown, PAYC, 9; 3) *Achates*, Bill Schultz, BBYC, 13. (12 boats)

OLSON 30 — 1) *Zephyros*, David Oliver, IYC, 5¾ points; 2) *Think Fast*, Albert Holt, MYCO, 6¾; 3) *Assoluto*, Rudolf Schroder, TYC, 8. (5 boats)

SANTANA 35 — 1) *Nagisa*, Larry Moberly, No YC, 5¾ points; 2) *Wide Load*, Jim Bonovich, MYC, 7¾; 3) *Dance Away*, Robert Bloom, CSC, 12. (12 boats)

TARTAN 10 — 1) *QE3*, Dick Bates, SFYC, 4½ points; 2) *Wave Runner*, Kraweic Campbell, IYC, 6¾. (4 boats)

StFYC Dinghy Invitational

INTERNATIONAL 14 — 1) Steve and Anne Toschi, StFYC, 3.5 points; 2) J. Jones, MYC, 8.75; 3) Alan Laflin, StFYC, 9. (10 boats)

SNIPES — 1) Mark Rastello/A. Jewett, StFYC, 6.5 points; 2) Packy Davis, StFYC, 6.75; 3) Bolano Vandermeer, StFYC, 12.75. (11 boats)

5-0-5 — 1) Jim Wondolleck/Jay Kuncel, RYC, 6.25 points; 2) Tom Poore, StFYC, 11; 3) B&D Ayers, Newport Harbor YC, 12.75. (22 boats)

Schumacher Steps Down

Alameda naval architect Carl Schumacher recently retired as head of the local Performance Handicap (PHRF) committee. He'd had the job since Jim Boles passed away four years ago, and felt "it was time for a change". Ralf Morgan, who races his Express 27 *Tamen* when not working at Svendsen's in Alameda, has ascended to the vacated throne. "I'm getting great pleasure out of directing all complaints about PHRF ratings over to Ralf," laughed Schumacher.

"Carl did a hell of a job for the local yachting community, and never got enough credit for it," said Morgan. "His contribution was invaluable. He had to put up with a lot of b.s. and implied character assassination, most of it having to do with the ratings of boats he designed. I wonder if people realize that the chairman of PHRF isn't allowed to bring up motions or vote?" Morgan, speaking for all the PHRF committee (Chris Corlett, John DeMeter, Dave Few, Dick Horn, Mark Ondry, Kame Richards, and Steve Toschi), thanked Schumacher for his many

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hours of hard work.

Despite what its critics may say, we think our local PHRF system actually works reasonably well. Schumacher had a lot to do with making it so; we wish Morgan good luck suffering the slings and arrows of outraged yachtsmen in the future.

When we talked with him, Schumacher had just returned from what now passes for the SORC, where he raced on a Lightwave 395 (one of his designs that's currently very popular in England). Production of the 395 in America will start soon at Ted Irwin's St. Petersburg boatbuilding company. Meanwhile, to fill the time freed up by stepping off the PHRF board, he has accepted another volunteer job — this one on the TransPac Technical Committee. "Out of the frying pan, into the fire," commented Carl, "I guess I'll never learn!"

Jack Frost Warm-up Series

The second race of Encinal YC's Jack Frost Series occurred in 15-18 knot winds on March 5. The late midwinter series, formerly a really low-key club racing deal in the South Bay, has 52 boats signed up. "We'd like to see this regatta get as big as the other Midwinters," said race chairman Seth Bailey.

The race itself was over almost as fast as it started. From a starting line in the vicinity of Treasure Island, the fleet sailed a 7.25 mile double windward/leeward course using Alcatraz as the first windward mark. The breeze was fresh enough to warrant a longer course, but that would have involved mark rounding conflicts with the Big Daddy Regatta.

Cumulative results for the five race, one throwout series will be available after the series ends on April 16. Results of the March 5 race follow:

DIVISION A (spinnaker) — 1) **Interabang**, Beneteau 456, Jeff Winkelhake; 2) **Fast Company**, Farr 10/20, Harold Dow; 3) **Humbolt Pie**, HB 30, Gilbert Sloan. (8 boats)

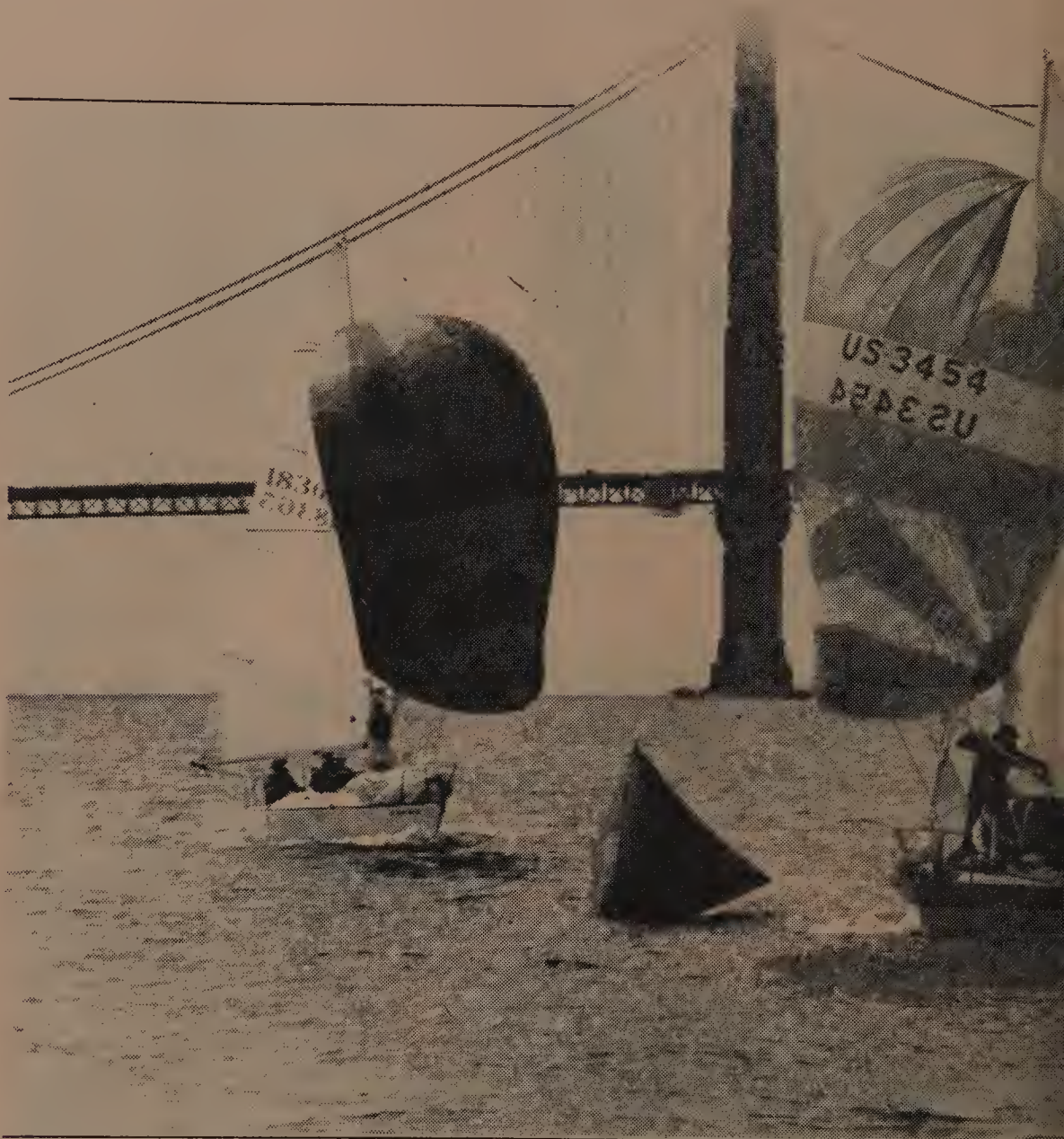
DIVISION B (spinnaker) — 1) **Anemone**, Santana 22, Hank Lindemann. (4 boats)

DIVISION C (spinnaker) — 1) **Danville Express**, Newport 30, Andy Hall; 2) **20/20**, Cal 29, Phil Gardner; 3) **Crinan**, C&C 30, Bill West. (9 boats)

DIVISION D — 1) **Fat Cat**, Catalina 30, Mike Neylan. (3 boats)

DIVISION E (non-spinnaker) — 1) **Praise**, Freedom 36, Ken Joy. (4 boats)

DIVISION F (non-spinnaker) — 1) **Sundance II**, Cal 2-27, Roger Miller. (4 boats)



DIVISION G (non-spinnaker) — 1) **Sea Saw**, Cal 20, Steve Wanner; 2) **Lost Miner**, Catalina 27, Gary Hausler. (5 boats)

J/24 action in the Spring Keelboat Regatta. Left to right, 'Magic Dancer', 'Electra', 'Sweeny Todd'.

The Bacardi Blues

The fifth race of early March's Bacardi Cup, an annual Star class jamboree in Miami, was one that San Diegans Paul Cayard and Vince Brun would rather forget. Cayard — the reigning Star world champ — appeared to have the breezy six-race, one throwout regatta comfortably sewn up when disaster struck. Leading the fleet with 300 yards left on the downwind approach to the finish, Cayard dipped his whisker pole under and broke his rig. By holding up the remnants of his sail plan, he managed to finish 14th in the 55-boat fleet anyway.

Cayard's misfortune appeared to move Brun into the top spot, a position he knows well: Brun has won five Bacardi Cups, including the last three in a row. However, Brun had made contact with '87 Star world champion Ed Adams on the first reaching leg of the race and, confident that he was right, took the case to the protest room. Somehow, Brun was DSQ'ed (which can't be used as your throwout in Star races),

which in turn elevated the third place Adams to the winning slot. We imagine Paul and Vince drowned their sorrows after that race with numerous samples of the sponsor's product — we sure as hell would have.

Cayard nevertheless ended up second; Brun was ninth; and another San Diegan, Mark Reynolds, was 11th. According to Brun, both he and Cayard learned their lessons: "This should make Paul more conservative — he tends to go all out all the time. If you're leading the Indy 500 with a few laps to go, why still push your engine? I learned the hard way not to risk getting disqualified when you're doing well." Brun, needless to say, isn't a big fan of the Star class' decision not to allow DSQ's as throwouts.

Watching the ABC's (Adams, Brun, and Cayard's) of the Star class is getting increasingly interesting as July's Olympic trials in San Diego draw near. Of all the Olympic classes, Stars seems like the most wide open — it's anyone's guess which of these fine



sailors will represent the U.S. in Pusan. Their next shoot-out will occur at the Star Spring Championship in Nassau beginning April 10th. Stay tuned!

Healy's Soling Campaign

For the last nine months, Richmond YC members Craig Healy, Russ Williams, and Patrick Vincent have quietly and methodically been pursuing the Soling berth on the U.S. team in the upcoming Olympics. With limited time to practice and a shoestring budget, it's been an uphill struggle. They've gotten a boat from SFBSA (the former *Team Sausalito*) and some funds from St. Francis YC (Healy's a member there, too) and small private donations.

Mostly, though, they've been getting by on a lot of talent and desire. Helmsman Healy, a 30-year-old dentist and former USA 12 Meter crewmember, is so committed that he's cut back his work schedule in order to practice and race. Middle crewman Williams, owner of Shore Sails, and bowman Vincent, an employee of Shore Sails, have likewise devoted long hours to the campaign.

Their perseverance is starting to pay off. "We're ranked third in the country now," said Williams, "but that doesn't mean much. The ranking system exists for the purpose of doling out money — unfortunately, they (the Olympic Committee) are broke." The team, which has dragged their Soling to regattas all over the country, got the high rating primarily on the strength of a second place finish at the Fall Soling Bowl in Annapolis and a third at the North Americans in Santa Cruz.

In early March, the Healy team finished second in a 25-boat fleet to front-runner John Kostecki in the shifty, light air Soling Midwinters in Texas. With the exception of Dave Curtis, all the class hotshots (most of whom treat their Olympic campaigns as full-time jobs) were there. As we go to press, Healy just came in seventh in the Soling Nationals in Houston; Kostecki won again.

"We're definitely living in Kostecki's shadow," admits Williams, "but we don't think he's unbeatable." Apparently, Kostecki has declined the invitation to tune with Healy, probably figuring he had more to lose than gain. "We'd like to think he perceives us as a threat," says Russ. One thing's for sure: whoever wins the Soling Olympic Trials in

All-Express Regatta

Thirteen Carl Schumacher designed Express boats participated in the first ever All-Express Regatta over the weekend of March 26-27. Encinal YC hosted the event, which consisted of two races Saturday and a windy "fun" race — from EYC around Treasure Island either way and back — on Sunday.

EXPRESS 27 — 1) *Mantis*, Rich Tofte; 2) *Top Gun*, Bill Mohr; 3) *Archimedes*, Richard Swanson. (4 boats)

EXPRESS 34 — 1) *Sea Peptide*, Fred Voss; 2) *Expeditious*, Bartz Schneider; 3) *Fast Lane*, Norm Williams. (3 boats)

EXPRESS 37 — 1) *Pazzo Express*, Bill Ormond; 2) *Free Spirit*, Neil Ross; 3) *Foghead*, James Brown. (6 boats).

San Francisco Cup

John Kostecki, representing St. Francis YC, steered Irv Loube's Farr 40 *Bravura* to a relatively easy victory over the San Francisco YC contender, the Don Jesberg driven R/P 40 *Skedaddle*, in the 22nd San Francisco Cup. Held in moderate winds on the weekend of March 26-27, St. Francis won the best three-out-of-five series with a 3-1 score. We were told that St. Francis has won the majority of these annual inter-club



Left to right Craig Healy, Russ Williams, and Pat Vincent.

San Diego in early July will have made the U.S. Olympic team the old-fashioned way — they earned it.

rivalries, but we couldn't convince anyone to leave the yacht club bar long enough to actually check the engraving on the trophy.

We're also not sure how Denny Gruidl, *Bravura*'s excellent bowman, fell overboard on the first downwind leg of the first race.

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We do know that Gruidl, a recent Berkeley graduate, is getting a reputation as one of the best bowmen in the country. After apprenticing under Carl Schumacher and Chris Corlett, Denny has hit the big-time, flying around the country with John Bertrand. Just in the last month, he's done the pointy end on *Fujimo* in Florida, on a Catalina 38 in the Congressional Cup, and soon on a Schock 35 in early April's U.S. Yacht Club Challenge.

Whatever went wrong, it cost *Bravura* the race — they had to drop the kite while leading, circle back and retrieve the soggy "Noodle". Irv's blue rocketship lost that race by 17 seconds. Unfortunately, it meant that 20 people had to go out again on Sunday to pound the final nail in *Skedaddle*'s coffin. *Bravura* won each of the 10-12 mile heats by over a minute — comfortable margins that bode well for her chances in the upcoming One Ton Worlds.

Traditionally, the clubs put their best sailors on each boat for this contest. At the risk of boring some of our readers, the crew rosters follow: *Bravura* — in addition to Loube, Kostecki and Gruidl — was manned by Scott Easom, Billy George, Rich Hackett, Mike Herlihy, Hartwell Jordan, Will Mace, and Greg Prussia. *Skedaddle* was sailed by Jesberg, Ray Pingree, Steve Taft, Jeff Madrigali, Duncan Kelso, Bill Barton, Tad Lacey, Jock McLean, Chris Rainey, and Steve Jesberg.

We're writing this literally at the eleventh hour, so if you want to find out more about the San Francisco Cup, don't ask us. Call the North loft (why? . . . because 25% of the people sailing in the Cup work there). Ask for JK, Scotty, Bone, Madro, or Duncan — just don't tell them you read it here.

SSS Singlehanded Farallones

The Singlehanded Farallones Races occurred on Saturday, March 26th — right in the middle of our deadline frenzy. When will race organizers learn that if they want press, they've got to hold their races earlier in the month? Just kidding.

We'll fill you in on the race next month. In the meantime, we did manage to get our hands on the preliminary results:

DIVISION I — 1) *Tainui*, Newick custom, P. Hogg.

DIVISION II — 1) *Quatro Equis*, Farr 1020, P.



Steinert; 2) *Rolling Stone*, Burns 35, J. Robinson.
DIVISION III — 1) *Wizz Lass*, Tartan 10, L. Jackson; 2) *Chesapeake*, Merit 25, J. Fair; 3) *Nagaina*, Ranger 33, W. Stewart.

DIVISION IV — 1) *Rampage*, Cal 2-30, Bob Sleeth; 2) *Now or Never*, Ericson 32, T. Iverson; 3) *Chimera*, Islander 28, T. Debnam.

Big Daddy Regatta

A Big Daddy photo essay — one which hopefully captures the good-time spirit of this unique event — appears on page 150. The top three finishers in each class follow:

PHRF I — 1) *Wolfpack*, Donovan 30, Leland Wolf, CPYC, 2.75 points; 2) *Fast Company*, Pyramid 45, Arne Jonsson, EYC, 3.75; 3) *Maryjane*, Luffe 44, Lon Price, RYC, 5. (7 boats)

IOR I — 1) *Bravura*, Farr 40, Irv Loube, RYC, 1.5 points; 2) *High Risk*, Smith 43, Jim Mizell, StFYC, 5; 3) *Jazz*, Beneteau 40, Roderick Park, RYC, 8. (12 boats)

EXPRESS 37 — 1) *Foghead*, Ray Delrich, RYC, 2.75 points; 2) *Re-Quest*, Glenn Isaacson, SFYC, 6.75; 3) *Frequent Flyer*, Ted Hall, StFYC, 7. (12 boats)

PHRF II — 1) *Hobbes*, Don Trask, J/35, StFYC, 1.5 points; 2) *Slithergadee*, John Niesley, J/35, StFYC, 5; 3) *RAM*, J/35, R. Macfie/R. Mil, 7.

'Skedaddle' and 'Bravura' dead even moments after the start of the first race of the S F. Cup. 'Bravura' prevailed 3-1.

(10 boats)

IOR II — 1) *National Biscuit*, IOR custom, Colin Case, SFYC, 2.75 points; 2) *Annalise*, Wylie 34, Paul Altman, IYC, 2.75; 3) *Magic*, Wylie 34, M. & J. Gregory, RYC, 9. (14 boats)

PHRF III — 1) *Legacy*, Wylie custom, John Melder, EYC, 2.75 points; 2) *Screamer*, Capo 30, Dick Horn, RYC, 6; 3) *Friction Factor*, Wylie custom, Lea Fisher, RYC, 8.75. (16 boats)

J/29 — 1) *J'Ouvert Mornin*, Marsh/Paul/Arndt, CSC, 5 points; 2) *Advantage II*, Pat Benedict, MBYC, 6.75; 3) *Maybe*, John F. Williams, SYC, 8. (9 boats)

EXPRESS 27 — 1) *Desperado*, Mike Bruzzzone, RYC, 7 points; 2) *Friday*, John Liebenberg, RYC, 8; 3) *Tamen*, Ralf P. Morgan, RYC, 11. (22 boats)

MOORE 24 — 1) *Legs*, Lester Robertson, WYC, 2.75 points; 2) *Anna Banana*, Joe Durrett, NPtYC, 3.75; 3) *Mercedes*, Joel Verutti, FLYC, 5. (8 boats)

BIG DADDY PURSUIT RACE — 1) *Jazz*, Beneteau 40, Roderick Park, RYC; 2) *Anna Banana*, Moore 24, Joe Durrett, NPtYC; 3) *Hobbes*, J/35, Don Trask, StFYC; 4) *Bravura*, Farr 40, Irv Loube, RYC; 5) *Expeditious*, Express 34, Bartz Schneider, SFYC; 6) *Blazer*, J/29, Mike Lambert, StFYC; 7) *Re-*



LATITUDE/SARAH

Quest, Express 37, Glenn Isaacson, SFYC, 7; 8) **Legacy**, Wylie custom, John Melder, EYC; 9) **One Eyed Jack**, Express 37, James M. Svetich, MPYC; 10) **Tsunami**, Castro 40, John. C. Cains, BYC.

College Racing: North Series 3 & 4

Loch Lomond YC hosted a two day inter-collegiate dinghy regatta — numbers three and four in an eight-race series known as the North Series — in the waters off San Rafael on the weekend of March 5-6. Twenty-eight boats (like all California college dinghy events, the weapons were FJ's) representing 11 schools participated in a series of 16 races. Over 100 sailors battled it out in the varsity and j.v. divisions. Stanford, U.C. Irvine, and Cal Berkeley emerged as the winners of the weekend.

The action was fast and furious, but then that almost goes without saying on the slam-dunk, roll-tacking, flag-tossing college sailing circuit. Evidence of the caliber of racing that weekend can be found in the national rankings that *Sailing World* puts out every month: four of the 11 attending colleges are in the top 20 nationally. U.C. Irvine is ranked 6; Stanford 11; Berkeley 15; and University of Washington is 18.

The first two races of the North Series occurred earlier this year at Stanford's Redwood City sailing center. There are four

more regattas in the eight-race series for Northern California schools, after which the top five colleges will qualify for the Pacific Coast Championships in May. Six other teams will sail in that event: one team from Hawaii and the top five schools from the South Series, the parallel series for Southern California schools.

The top two schools at the PCC's — which at the moment appear to be Stanford and U.C. Irvine — will qualify to race the other five districts in the country for the Nationals. This year, they'll be held at Richmond YC on June 1-3. The women's nationals will be held in Santa Cruz on May 28-30; team racing will occur after the Nationals at Richmond YC on June 5-7. The two other national collegiate championships — singlehanded (Lasers) and sloops (generally J/24's) are held in the fall. Theoretically, it's set up so that a budding rockstar ("pebble star"?) could sail in the events, gender permitting.

"We were really impressed not only by the skill of these young sailors, but by their good behavior and their commitment to the sport," said Loch Lomond YC member Bill Malin. The college sailors, in turn, appreciated Loch Lomond's efforts, which included taking care of them on land as well as sea. "College teams generally receive little

FINAL MIDWINTER RESULTS

BYC/Metro Midwinters

Saturday

DIVISION A — 1) **Hot Licks**, Hobie 33, John Walker, 10.10 points; 2) **Potsticker**, J/29, Kirk Denebeim, 12.50; 3) **Expeditious**, Express 34, Bartz Schneider, 14.75. (18 boats)

DIVISION B — 1) **Wavetrain**, Olson 911S, Rick Caskey, 8.75 points; 2) **Legacy**, Gemini, John Melder, 10.25; 3) **No Name**, SC 27, David Peddy, 17.00. (12 boats)

DIVISION C — 1) **Zot!!!**, Choate 27, Robert Hrubes, 10.75; 2) **Anna Banana**, Moore 24, Joe Durrett, 11.50; 3) **Heatwave**, Wavelength 24, Mike Whalen, 15.00. (13 boats)

DIVISION D — 1) **Summertime Dream**, Schumacher 26, Corry Cook, 7.50 points; 2) **Blackhawk**, CS 30, Art Ball, 11.75; 3) **Kamala II**, Ranger 29, W.L. Keith, 15.00. (14 boats)

DIVISION E — 1) **Jubilee**, Ariel, Don Morrison, 9.50 points; 2) **Catalyst**, Catalina 27, Edward Durbin, 14.75; 3) **Cinnabar**, Cal 25, Edward Shirk, 18.00. (19 boats)

ISLANDER 36 — 1) **Grumpy Dog**, Cyndy Hassenbruch, 9.50 points; 2) **Fast Forward**, Brucker/

Hooker / Schu., 11.75; 3) **Tom Cat**, Alan Sebastiani, 14.00. (9 boats)

SANTANA 35 — 1) **Dance Away**, Robert Bloom, 14.75 points; 2) **Riff Raff**, Jack Air, 17.00; 3) **Ragtime**, Hal & Nancy Gagliener, 17.75. (11 boats)

NEWPORT 30 — 1) **Achates**, Schultz/Schock, 13.75 points; 2) **Top Slant**, Frank Hinman, 18.50; 3) **Ariadne**, Jeffrey Kroeber, 19.00. (16 boats)

OLSON 30 — 1) **Saint Anne**, Richard Heckman, 3.00 points; 2) **Think Fast!**, Albert Holt, 6.75; 3) **Quest**, Chuck von Schalscha, 18.00. (10 boats)

CATALINA 30 — 1) **Fat Cat**, Seth Bailey, 8.50 points; 2) **Imua**, Jonathan Carter, 12.00; 3) **Mona Too**, David Halaby, 12.50. (8 boats)

J/29 — 1) **Potsticker**, Kirk Denebeim, 6.50 points; 2) **Advantage II**, Patrick Benedict, 11.75; 3) **Blazer**, Michael Lambert, 14.00. (8 boats)

EXPRESS 27 — 1) **Yeofy**, Eliel Redstone, 12.00 points; 2) **Trimmer**, Skip Shapiro, 12.75; 3) **Summer Palace**, Brendan Meyer, 20.75. (29 boats)

CAL 2-27 — 1) **Zephyr**, Bruce Nesbit, 9.25 points; 2) **Pax**, David Paxton, 13.75; 3) **Margo**, George Adams, 17.00. (8 boats)

MERIT 25 — 1) **Xanadu**, Bill Glass, 4.25 points; 2) **Chesapeake**, James Fair, 8.75; 3) **Ragin' Cajun**,

Gayle Vial, 12.00. (5 boats)

J/24 — 1) **Sweeney Todd**, David Menis, 24.00 points; 2) **Bohica**, La Horgue/Otterson, 30.75; 3) **In Search of...**, Bob Cranmer-Brown, 34.00. (40 boats)

SANTANA 22 — 1) **Gust Buster**, John Orfali, 8.50 points; 2) **Hot Ruddered Bum**, Eric Fieberling, 11.75; 3) **Buffalo Honey**, Lou Fields, 19.75. (12 boats)

Sunday

DIVISION I — 1) **Risque Business**, Sovereil 33, Karen Weisiger, 7.50 points; 2) **Think Fast!**, Olson 30, Albert Holt, 9.00; 3) **Miss Conduct**, Olson 29, Tom Mason, 14.00. (13 boats)

DIVISION II — 1) **Loose**, Custom, Jerry Fisher, 5.75 points; 2) **Legacy**, Gemini, John Melder, 7.75; 3) **Wavetrain**, Olson 911S, Rick Caskey, 11.00. (12 boats)

DIVISION III — 1) **Magic Jammies**, Wavelength 24, Charles Witcher, 2.25 points; 2) **High Frequency**, Wavelength 24, Craig Bell/Roger Merle, 6.00; 3) **Chesapeake**, Merit 25, Jim Fair, 11.00. (19 boats)

DIVISION IV — 1) **Grand Slam**, Cal 29, Fred Manning, 4.50; 2) **Candace Ann**, Islander 30, Mark

THE RACING

support from established yacht clubs and they're often forced to shift for themselves," said Malin, "We were glad to help them out — it was a nice weekend all around."

Results (varsity only) of the two days follow:

SATURDAY — 1) Stanford, 29 points; 2) U.C. Irvine, 38; 3) Cal Berkeley, 39; 4) Cal Poly, 76; 5) U. Washington, 86; 6) S.F. State, 87; 7) U. Hawaii, 144; 8) U.C. Santa Cruz, 153; 9) Sonoma State, 178; 10) tie — U.C. Davis and College of Marin, 226.

SUNDAY — 1) U.C. Irvine, 10 points; 2) Stanford, 17; 3) Cal Berkeley, 4; U. Washington, 44; 5) Cal Poly, 51; 6) S.F. State, 62; 7) U. Hawaii, 66; 8) U.C. Santa Cruz, 72; 9) Sonoma State, 130; 10) U.C. Davis, 141; 11) College of Marin, 143.

Race Notes

Tale of two race weeks: June in Long Beach is one busy month for racing. First, there's **Long Beach Race Week** on June 9-12. Sponsored by Long Beach YC, this is an IOR event for boats which rate between 24.5 and 70 feet. Classes supposedly include maxi leadmines ("nine are interested"), maxi sleds, SCORA 6 for mature IOR boats, J/35's and Schock 35's. Call LBYC for more info, or contact event chairman Richard Watkins at (213) 381-5821.

The other regatta is **Audi Sobstad Race Week**, scheduled for June 24-26 out of the



Hyatt Edgewater Hotel in Long Beach. The event is limited to the first 130 PHRF boats with ratings between 50-174. so hurry. send your entry in by midnight tonight! Bruce Golison, who can be reached at (213) 438-1166, will gladly give you more details.

College dinghy action in the shadow of Mt. Tam. Will someone tell us what school 'LUST' is and where we apply?

Maybe he, or someone else, can also explain why both of these extended weekend events are called "race weeks"?

FINAL MIDWINTER RESULTS CONT'D

Melson, 5.75; 3) Kamala II, Ranger 29, W.L. Keith, 12.00. (7 boats)

DIVISION V — 1) Ragtime, Cal 2-27, Gary McNair, 6.75; 2) Freyja, Catalina 27, Doug & Larry Nelson, 7.75; 3) Con Carino, Cal 2-27, Gary Albright, 8.75. (19 boats)

DIVISION VI — 1) Slow Dancer, San Juan 24, Dennis Beckley, 4.75; 2) Cinnabar, Cal 25, Edward Shirk, 11.00; 3) Adlib, Kiwi 24, Dustin Meuse, 13.00. (16 boats)

EXPRESS 27 — 1) Frog in French, Kame Richards, 4.75 points; 2) Friday, John Liebenberg, 13.00; 3) Leon Russell, Johnson/Daniels, 13.75. (14 boats)

INTERNATIONAL FOLKBOAT — 1) Svea, Terry Manchester, 3.50 points; 2) Moria, Jed Crane, 8.75; 3) Poem, Julio Magri, 9.00. (5 boats)

THUNDERBIRD — 1) Lyric, James Newport, 5.75 points; 2) Ouzel, Michael Sheats, 9.75; 3) Windjimmer, James Graham, 10.75. (7 boats)

OLSON 25 — 1) Pearl, Bill Riley, 3.50 points; 2) Honey's Money, Bob Evans, 7.00; 3) Alchemy, Joe Kitterman, 7.75. (12 boats)

MOORE 24 — 1) Wet Spot, Michael O'Callaghan, 5.75 points; 2) Mercedes, Joel Verutti, 9.75; 3) Anna

Banana, Joe Durrett, 11.75. (8 boats)

J/24 / MERIT 25 — 1) Chesapeake, James Fair, 4.75 points; 2) Xanadu, Bill Glass, 11.00; 3) Phantom, John Gulliford, 11.75. (11 boats)

WYLIE WABBIT — 1) Madhatter, Colin Moore, 3.50 points; 2) Mr. McGregor, Kim Desenberg, 6.00; 3) Trix, Ronald Hardman, 9.00. (5 boats)

SANTANA 22 — 1) Limestone Cowboy, Karen Leach, 4.50 points; 2) US99, Barksdale/Samuels, 9.00; 3) Gust Buster, John Orfali, 10.00. (9 boats)

CAL 20 — 1) Farmers, R. von Ehrenkrook, 2.25 points; 2) Splish-Splash, John Greene, 6.00; 3) Tosca, S. Michalowski, 9.00. (6 boats)

Golden Gate YC Midwinter Regatta

IOR I — 1) Bondi Tram, Frers 41, Peter Stocker, StFYC, 7.75 points; 2) Blade Runner, R/P 47, Bill Twist, StFYC, 16.00; 3) Irrational, Peterson 41, Dan Donovan, SCYC, 17.00. (10 boats)

IOR II — 1) Leading Lady, Peterson 40, Bob Klein, RYC, 4.25 points; 2) Wildfire, Ranger 37 Mod., John Clauser, BYC, 12.75; 3) Annalise, Mod. Wylie 34, Paul Altman, IYC, 13.00. (8 boats)

EXPRESS 37 — 1) Pazzo Express, Bill Ormond, StFYC, 12.75 points; 2) Re-Quest, Glenn Isaacson, SFYC, 16.75; 3) Sleeper, Tom Gettman, SYC, 18.00. (9 boats)

PHRF I — 1) Punk Dolphin, Wylie 39, Jonathan Livingston, RYC, 14.75 points; 2) Svendie, Sloop, Sven Svendsen, StFYC, 16.00; 3) Gemini, Baltic 38OP, Dave Fain, BYC, 18.75. (18 boats)

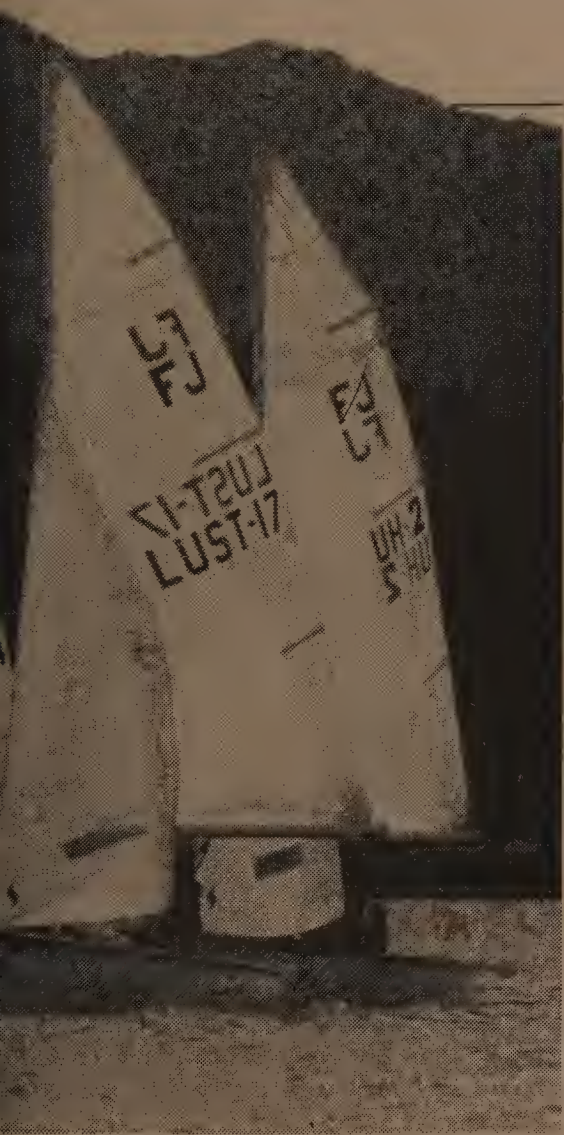
PHRF II — 1) Fast Company, Farr 10/20, Harold Dow, EYC, 9.50 points; 2) Power Play, J/29, Peter Cunningham, GGYC, 11.00; 3) Starlight, Capri 30 IB, Ron Lee, IYC, 12.75. (14 boats)

PHRF III — 1) Summer Palace, Express 27, Bren Meyer, GGYC, 10.50 points; 2) Louise, Etchells 22, Bill Erkelens, StFYC, 11.75; 3) Another Girl, Len Delmas, StFYC, 15.75. (18 boats)

PHRF IV — 1) Fast Freddie, Olson 25, Jack Adam, CSC, 12.00; 2) Magic Jammies, Wavelength, Charles Witcker, RYC, 14.75; 3) Wanderlust, Ericson 35, Bruce Munro, StFYC, 15.00. (11 boats)

PHRF V — 1) Esprit, C&C 29, Tim Russell, TYC, 11.75; 2) Wahope II, Newport 30, Walter Wilson, SFYC, 13.50; 3) PDJ-One, Cal 29, Joe Brooks, GGYC, 21.75. (17 boats)

PHRF VI — 1) Perezoso, Excalibur, Linda



COURTESY VASYA KOLON

Australian Peter Gilmour won Long Beach YC's 24th annual **Congressional Cup** on March 16-19 with a 7-2 record. Former Bay Area resident John Bertrand matched Gilmour's record, but lost on the tie-breaker. Eight other world class skippers

raced "equalized" Catalina 38's in the 45 races that comprised the match racing series. After the frontrunners, they finished in the following order: Bill Lynn (6-3), John Kolius (6-3), Eddie Owen (5-4), Peter Isler (5-4), Greg Tawaststjerna (5-4), Mike Elias (3-6), Dennis Durgan (2-7), and Kazunori Komatsu (0-9).

For the first time, on-the-water judging was employed. To find out more about the Congressional Cup, tune in to ESPN on April 10th at 7:30 p.m.

If you read "Double Funeral in Florida" elsewhere in this issue, you're already aware that the **SORC** took it on the chin this year. Only 44 boats, 27 of them PHRF, participated in various races in the formerly great series. Only 11 yachts did the St. Petersburg-Ft. Lauderdale Race.

In an attempt to correct this precipitous drop-off, the SORC just announced that the 1989 series will skip Nassau entirely and drop the week off (most series have lay-days; this one had a lay-week) in the middle of the circuit. The new format involves nine races in 13 days instead of six regattas over 23 days. In addition to IOR and PHRF classes, next year the SORC will break the IMS boats into "cabin" (older) and "non-cabin" (newer) divisions. According to Wells

Coggeshall, longtime SORC historian, "the circuit's not dead yet!"

In the only-in-America category: on April 23rd, there'll be *three* different **Lightship Races**. No kidding: there's the Island YC's doublehanded race; Berkeley YC's OYRA sanctioned race for MORA, SSS, PHRO, and BAMA (the multihulls are part of YRA this year); and St. Francis YC's invitational for IOR, IMS (provisional ratings will be provided for most stock boats), and one designs over 35 feet. The first two races start off the Golden Gate YC, while St. Francis will naturally start their event off their club. Apparently, April 23rd was selected independently by all three entities because of favorable tides on that day . . .

Local 5-0-5 sailors revelled in the windy, choppy conditions outside Sydney Harbor, Australia in mid-February's **5-0-5 Worlds**. Relative newcomers Bruce Edwards and crew Dave Shelton — former Santa Cruz Laser sailors who've only been in the class for about a year and a half — finished 5th to distinguish themselves as the top Americans. In 6th overall was the Jeff Miller/Bruce Heckman team, who won the second race by a whopping two minute margin. A team from Sweden won the 92 boat, four race series (two races were cancelled due to high

FINAL MIDWINTER RESULTS CONT'D

Kasper, No YC, 14.75 points; 2) Jambalaya, Ranger 26, John Rivlin, GGYC, 17.00; 3) Balzaphire, Islander 28, George Horsfall, CYC, 24.00. (23 boats)

IOD — 1) Boiero, George Degham, RYC, 5.50 points; 2) Whitecap, Tom Allen, StFYC, 10.00; 3) Harem, Noel Markley, GGYC, 11.00. (7 boats)

KNARR — 1) Peer Gynt, Jim Skaar, CYC, 13.00 points; 2) Red Witch, Craig McCabe, StFYC, 14.00; 3) Lord Nelson, John Jenkins, StFYC, 15.00. (14 boats)

TARTAN 10 — 1) Waverunner, Krawiec Campbell, IYC, 4.25 points; 2) Non Sequitor, Rudi Binnewies, No YC, 10.75; 3) QE3, Richard Bates, StFYC, 14.00. (7 boats)

SANTANA 22 — 1) Esea Rider, Joe Schmidt, SJYC, 6.50 points; 2) Shazam!, Bud Sandkulla, IYC, 8.50; 3) Gusty, Jon Bykoff, RYC, 16.00. (6 boats)

CYC Midwinters

MULTIHULL DIV. — 1) Tainui, Newick Custom, Peter Hogg, 5.25 points. (2 boats)

PHRF I — 1) Bravura, Farr 1-Ton, Irv Loube, 3 points; 2) Bydand, Baltic 42DP, Max Gordon, 9; 3) Tsunami, Castro 1-Ton, John Cains, 13. (13 boats)

EXPRESS 37 — 1) Foghead, Ray Delrich/James Brown, 8.75 points; 2) Foghead, Glenn Isaacson, 8.75. (4 boats)

PHRF II — 1) Think Fast, Olson 30, Al Holt, 14 points; 2) Kitty Hawk, Schoma 30, Rhonda Fleming, 14; 3) Sea Peptide, unknown, Fred Voss, 14.5. (11 boats)

PHRF III — 1) Wild Goose, Nordic 40, Jim Coreman, 4.25 points; 2) Harp, Catalina 38, Mike Mannix, 15; 3) Alley Cat, unknown, Ray Weidner, 16. (11 boats)

ETCHELLS 22 — 1) Mister Natural, Bill Barton, 7.75 points; 2) Boxes, Duane Hines, 10.75. (6 boats)

EXPRESS 27 — 1) Mantis, Rich Toffe, 5.5 points; 2) New Wave, Buzz Blackett, 8.5. (5 boats)

PHRF IV — 1) Legacy, Wylie custom, John Melder, 9.25 points; 2) Limelight, J/30, Harry Blake, 16; 3) Sundance, SC 27, Moore/Wilson, 19.75. (16 boats)

OLSON 25 — 1) Fast Freddie, Wyatt Mathews, 8.75 points; 2) Witching Hour, Keith Moore, 10.5; 3) Dog Lips, Bruce Bates, 13. (10 boats)

SOLING — 1) Carrera, Lloyd Benson, 7.5 points; 2) See You In, James Bitter, 7.5. (6 boats)

PHRF V — 1) Blackhawk, CS 30, Ari Ball, 11.75

points; 2) Poco A Poco, J/22, George Koch, 19.50; 3) El Gavilin, Hawkfarm, Riek Schudt, 19.75. (16 boats)

PHRF VI — 1) Huffin, Cal 2-27, Jerry Olson, 9.75 points; 2) Con Carino, Cal 2-27, Gary Albright, 10.75; 3) Shanghai, Islander 28, Ken Jesmore, 13.75. (11 boats)

KNARR — 1) Peer Gynt, Kjell Skaar, 9.75 points; 2) Second Wind, George Sayre, 13; 3) Lykken, Robert Fisher, 16.50. (13 boats)

PHRF VII — 1) Alternative, unknown, Michael Sheets, 5.25 points; 2) Tension II, Cal 20, John Nooteboom, 11.75; 3) Kodachrome, Capri 22, Michael Doyle, 15. (11 boats)

NON-SPINNAKER — 1) Animal Farm, Wylie 28, Rod Phibbs, 6.75 points; 2) Zephyr, Cal 2-27, Bruce Nesbitt, 8.75; 3) Aolele IV, Cal 20, Julian Barnett, 18.5. (11 boats)

Santa Cruz YC Midwinters

DIV. I (PHRF under 145) — 1) Animal House, Olson 30, Tom Akrop/Matt Lezin, 7.75 points; 2-T) Rush Hour, Etchells 22, Bill Andrews, 11.75; 2-T) Kabala, Olson 30, Jay Bennett, 11.75. (4)

THE RACING SHEET



COURTESY JAMES BETTS ENTERPRISES

The new Japanese N/M 50 'Champosa V' in her maiden voyage off San Diego.

winds).

John Bertrand drove Jerry Schostak's Frers 50 *Fujimo* to a convincing win over 11 other 40-raters in last month's **Miami 50's Yacht Racing World Championship**. *Royal Blue*, a fractionally rigged Briand 50 from Sweden, was second; the N/M 50 *Infinity* was third. A wide variety of wind conditions made the seven race series a good and fair test.

The most memorable moment of the regatta came in the sixth race when the Robbie Doyle driven *Natissima* was center-punched by the starboard tack *Carat VI* in a spectacular "heavy metal" crash. Both of the 30,000 pound 50-footers were moving at about nine knots when *Carat VI* ploughed into *Natissima*. *Fujimo* bowman Denny Gruidl estimated that each boat incurred damage in the neighborhood of \$15,000. *Carat* was later denied redress when the jury found that they didn't act in such a way as to avoid the collision.

The latest 40 rater on the circuit, the Nelson/Marek 50 ***Champosa V***, was launched in mid-March in San Diego. The christening party was apparently pretty extravagant: the owner, Japanese businessman Mark Morita, flew over half the population of Japan for the event, including a rock band and a bunch of TV reporters. Sea trials are currently under way in San Diego.

The Farr side: Wayne Womack, former owner of the Serendipity 43 *Hipshot Percussion*, just jumped into the one ton game by purchasing the bulbed-keel Farr 40 ***Bodacious*** from the East Coast. Speaking of the East Coast and Bruce Farr, that's where Mill Valley naval architect **Bob Smith** can be found these days. The well-known designer of *High Risk* now works for Farr in his Annapolis office.

The 23rd annual **Camellia Cup** on Lake Folsom, originally scheduled for April 30-May 1, won't be held this year. While many races lately have been dropped due to lack of interest, this one was cancelled due to lack of water — the level in the lake is too low to get boats in and out of Brown's Ravine Marina. "We had 250 boats in 15 divisions ready to go — we hope to see everyone next year!" said spokesman Mike Doyle. This is only the second time this has happened: the other was in 1977, the year of the big drought.

San Francisco one-design superstar **John Kostecki** recently added the Soling Nationals to his impressive string of victories. This is the 11th regatta in a row that he's won. The Soling and J/24 world champion was far enough ahead to sit out the seventh and final race. Other California sailors cracking the top ten were Newport Beach's **Scott Mason** (4th) and Richmond's **Craig Healy** (7th).

They say it's your birthday. The Midget Ocean Racing Association (**MORA**) — that hearty band of sailors who enjoy taking small boats out into the Northern California ocean — is celebrating it's 30th season this summer. To commemorate the occasion, the macho midgets have rustled up a 1988 year-book which contains their history, past winners, fleet roster, and more.

FINAL MIDWINTER RESULTS CONT'D

Outrageous, Olson 40, Rick Linkemyer, 21.00; 5) *Escape*, Express 37, Steve Dilbeck, 27.00. (32 boats)

DIV II (PHRF over 145) — 1) *Mooregasm*, Moore 24, Dave Joselyn, 8.00 points; 2) *Cookie Monster*, J/24, Dave Jones, 14.75; 3) *Snafu U.*, Moore 24, Tom Connerly, 16.00; 4) *Mercedes*, Moore 24, unknown, 20; 5) *Salsa*, J/24, Phil Meyers, 21. (28 boats)

SCC Midwinters

DIV I (under 170) — 1) *Sundance*, SC 27, Rob Moore, IYR, 7.5 points; 2) *Absolute 80*, Wylie 33, Keith MacBeth, SCYC, 11; 3) *Sangvind*, Farr 48, Jerald Jensen, RYC, 11.75. (16 boats)

DIV II (over 170) — 1) *Twisted*, Ranger 23, Don Wieneke, SYC, 6.5 points; 2) *Roquefort*, Newport 30 II, Bob Marshall, SCC, 11; 3) *Impossible*, Ranger 23, Gary Kneeland, SYC, 11.75. (16 boats)

DIV III (non-spin.) — 1) *Shazam!*, Santana 22, Bud Sandkulla, IYC, 4.25 points; 2) *Zephyr*, Cal 2:27, Bruce Nesbit, RYC, 8.75; 3) *Inshallah*, Santana 22, Shirley Bates, SYC, 10. (11 boats)

COLUMBIA CHALLENGER — 1) *Shay*, Rich Stuart, SCC, 3 points; 2) *Rurik*, Norman D. Carter, HMBYC, 9; 3) *Suzy Q*, James Van Blarigan, CSC, 10.75. (6 boats)

GOLDEN GATES — 1) *Pajarita*, Robert MacDonald, BVBC, 4.25 points; 2) *Sanderling*, Bob Counts, SCC, 8.75; 3) *Kuipo*, Cris Kraft, No YC, 11. (8 boats)

TRITONS — 1) *Bolero*, Ely Gilliam, BVBC, 6.5 points; 2) *Whisper*, Ken Schopp, SCC, 6.75; 3) *My Way*, Lowell Jett, SCC, 9.75. (5 boats)

BEARS — 1) *Whatabear*, Thomas McCarthy, No YC, 5.5 points; 2) *Little Dipper*, Joe Bambara, SCC, 9.5; 3) *Circus*, Robert Jones, SCC, 10.75. (7 boats)

Sausalito YC Midwinters

CGA I — 1) *Bolero*, S&S 73, Denny Jordan, StFYC; 2) *Ticonderoga*, L.H. Herreshoff 72, Bob Johnson, Lahaina YC; 3) *Baruna*, S&S 73, Jim Michael, StFYC. (14 boats)

CGA II — 1) *Finisterre*, S&S 38, Carleton Mitchell, NYYC; 2) *Dorade*, S&S 57, Rod Stephens, Sr.,

NYYC; 3) *Carina II*, Rhodes 53, Dick Nye, NYYC. (26 boats)

IOR Mk. I — 1) *Chiquita*, Ericson 39, Bill Clute, SFYC; 2) *Red Rooster*, Carter 42, Dick Carter, Nahant DRC; 3) *Montgomery Street*, Cal 40, Ellie Dewd, MSYC. (19 boats)

SINGLEHANDED — 1) *Gipsy Moth IV*, 53" Ketch, Sir F. Chichester, RORC; 2) *Spray*, Woodie 35, Josh Slocum, Bristol YC; 3) *Lonely Guy*, Arrowhead 30, Steve Martin, Hollywood YC. (27 boats)

TALL SHIPS — 1) *Culty Sark*, Linton 212, Jock Willis, Liverpool YC; 2) *Flying Dutchman*, G. Ship 190, Caspar T. Ghost, GBYC; 3) *Shamrock V*, J-120, Sir Thomas Lipton, RORC. (31 boats)

BATTLE SHIPS — 1) *Bonhomme Richard*, 900 tons, JP Jones, USNYC; 2) *HMS Victory*, 2162 tons, H. Nelson, Royal Navy YC; 3) *USS Constitution*, 2200 tons, Isaac Hull, Ironsides YC. (22 boats)

CRUISE SHIPS — 1) *Titantic*, 46328 tons, White Star Lines; 2) *Lusitania*, 31500 tons, Cunard Lines; 3) *Andrea Doria*, 25500 tons, Stockholm Lines. (all others DNF)

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CHANGES

With reports this month from **Quetzal** at Carnival in Trinidad; **Aztec** in Turkey; **Resolute** sailing back to the mainland without an engine; **Greggus Weiner's** lament on wing-keeling to St. Thomas; **Mahina's** medical mission to the South Pacific; **Fram** in Melaque; **White Lightning** in New Zealand; **Imagination** back in Richmond after 14 months in the South Pacific; and, **Cruise Notes**.

Carnival in Trinidad Quetzal — 40-ft Steel Sloop Claude Rothe Port-Of-Spain, Trinidad

It seems like nobody back home in California knows about this place. Imagine, out of 120 cruising boats anchored around me,

Holding a hatchet and wearing a short skirt, this Carnival dancer is sending out crossed signals.

Quetzal is the only one flying an American flag. I cannot believe it.

Doesn't anybody know what's going on here? What goes on, my friends, is *the biggest party in the world*: Trinidad Carnival 1988. I would have to show at least 1,000 pictures to convey even a small idea of what it's like.

Carnival activities start right after New Years and culminate in a wild climax the two weeks before Ash Wednesday in February. It is, without a doubt, the greatest show on earth.

Why not go to Carnival in Rio or New Orleans? Because this is the Carnival where only cold fish can fail to participate. After three or four days here you cannot walk normally: you are swinging your body, you are dancing down the street, you — as have a million others — become Carnival in beautiful harmony, celebrating the gorgeous festival together.

The people of Trinidad are a beautiful mixture of many races that I nominate as being the nicest in the world. Nowhere have I found people more gracious, friendly, helpful, gentle, hospitable and kind. As a rule, I do not like crowds. But here I was exposed to all segments of society from the very top to the masses; I found myself in places where I was the only foreigner in sight, dancing the night away with 15,000 locals. These crowds put the word 'civilized' to shame. Nobody was ever pushed around or abused in any way. The way the Trinidadians are polite, considerate and respectful just *has* to be unique.

There's a lot of hard drinking during Carnival, but the only people I saw drunk were tourists. I only witnessed one squabble during the entire time — and it took place in the Hilton Hotel. I read where Rio had 47 fatalities during the last Carnival and that New Orleans had several, too. Except for a traffic-related accident, Trinidad had none.

What goes on in Trinidad during Carnival? First of all there is the music. This is the land of the Calypso, the land of the (real) steel drum band, the land of SOCA (Soul-Calypso), the land of brass. It is the only island in the Caribbean I have visited where



live music is alive and well. In all the others the cassette has killed musicians. On Trinidad the people are so innovative, creative and prolific that cassettes have not been able to silence them. Their music is so original and free of foreign influence.

Why is the music so little known? All the music here is based on Calypso songs, and unless you've spent a week or so here you won't be able to understand what they are singing. Trinidad has its own language, its own words, connotations and accent. The only singer that bastardized the language to make it intelligible to Americans — and to make a lot of money — was Belefonte. But Trinidadians are more interested in their art than the bucks, so commercialization gets nowhere here.

The steel band is something else! Imagine 100 musicians playing 300 steel drums at the same time. You cannot record it because the music won't fit on your tape. You must hear it live. The steel band music doesn't get around much because such bands would require a 747 to travel in, and that would be too expensive.



It's amazing what 100 talented musicians can do with a bunch of modified oil drums.

Dance? You don't know the meaning of the word until you've been to Carnival in Trinidad. Dancing is somewhere between five and 10,000 people moving with you. But nobody is jerking around or pushing; all is harmony, rhythm, grace, smiles and a shared feeling between so many strangers. The dancing isn't studied; it comes naturally to all, young and old, small and big. All with wonderful smiles of joy, togetherness and beauty.

Alone? You don't need a partner, you just get out there and dance like everybody else and enjoy. It's not uncommon for somebody to take you by the hand and show you around. That, friends, is dancing in Trinidad.

On your first visit back to the States you see people moving to music and you ask yourself, 'They call this dancing?' The people may be jerking around and letting off steam, but you know one thing for sure; the people are not dancing.

The climatic week before Ash Wednesday is filled with so many activities that you can't possibly do them all. You have to be careful not to sleep too much or you'll miss too many.

There are, of course, the competitions: in steel bands, calypso, ex-tempo singing, orchestras and of aspiring kings and queens of the Carnival. All have junior and adult sections. Then too, there are Calypso halls where you can hear the best singers of the island, "pan-yards" where the steel bands practice all night for the finals, and every evening there are *fetes* going on in every vacant lot of Port-of-Spain. With preliminaries, semi-finals and finals, it goes on almost without end and you can't see it all.

Carnival is costumes, too. As soon as the last year's Carnival is over, people get together and decide what they'll portray the following year. The groups may number between five and 5,000. Yes, groups of more than 5,000 dressed to the same theme! After all the preliminaries, they all descend on the city on Carnival Tuesday, each with their own music trucks, live bands,

D.J.'s or steel-bands and followers (you are welcome to join in). All dance their way through town and up to the Savanna, a four-square-mile park where it all comes together. This lasts the entire day, from dawn until well after dark. It's a sight and sound panorama so grand that it can't be described with words.

All I can say is that reaching Trinidad after three years of cruising, this farthest south island in the Caribbean, with its Carnival, has been the apex of the entire trip. For those of you approaching this region, I know it's hard to reach from Panama, but it's worth it. For those coming from easier directions, such as South Africa or Europe, it is a must. If you're not here on your own boat, charter one out of the eastern Caribbean islands next year and come on down for Carnival. Just get here 50 days before Easter and you'll have



The whole population of Trinidad takes off with Carnival.

10 days you'll never forget.

As of now, *Quetzal* is sailing to the islands off the Venezuelan coast, another little-known paradise. We might even go up the Orinoco River and check out the Amazon. You can't plan too precisely, you just have to take it as it comes.

CHANGES IN

P.S. What the hell was *Big O* doing up in the Virgins during Carnival? Trinidad is where she should have been. Next year, trust me, *Latitude* should set up a flotilla of charterers to come down for Carnival; your guests would thank you forever. Hotel rooms and plane seats? They are unavailable during Carnival.

— claude rothe 3/1/88

Claude — We had a repeat charterer want to sail to Carnival in Trinidad, and the crew was dying to go, but the group didn't come together. Thus *Big O* ended up doing some charters out of Saint Marten. We'll pencil it in for 1989. Trinidad, incidentally, is famous in the Caribbean for its surfing, too.


Aztec — Cape North 43 Ginne & Bob Towle Bodrum, Turkey (Tiburón)

Seeing our *Aztec* reported in *Changes* in the December 1987 issue has finally prompted us into writing and bringing you up to date on our cruising. On that same page was a letter from *Expectation* regarding this area which deserves some comment.

First, *Aztec*. She is a Cape North 43, Ted Brewer design, center cockpit fiberglass cutter built in Hong Kong and sailed to the Med by her first owner. We bought her in Antibes, France in 11/85 and wintered aboard there. We left in April '86, cruising east to the Italian Riviera, and along the Italian coast and coastal islands including Elba, Ponza and Capri, through the Straits of Messina, around the 'boot' to Otranto and across the Adriatic to Yugoslavia. We cruised up and down the Yugoslavian coast and islands through the summer and fall, including a crossing and two-week visit to Venice, fulfilling a long held goal of sailing our own boat up the waterways of this incredible city.

We wintered '86-'87 in the ACY Marina in Split, Yugoslavia and included some land cruising to the French Alps, Switzerland, through Austria to Vienna and back.

May and June '87 were spent exploring and revisiting some favorite Yugoslavian anchorages; we were tempted to spend another year in this incredible cruising area. But the siren call of Greece and Turkey and the prospect of a warmer winter captured us and we headed south. We departed from



When 'Grace' was thrown up on the beach at Cabo back in '82, it looked like the Culver's cruising days were over before they'd even begun.

Budva in late June for Corfu, past the forbidden Albanian coast. The American yacht *Black Fox*, California skipper/owner Bob Riggs, a few days ahead of us, was disabled in a gale and blown into Albanian water. They were boarded at gunpoint and finally towed to port by an Albanian patrol boat. They were treated well, although not allowed off the boat without a guard. Eventually they were sent away with repaired engine, fresh food, fuel and water — all without cost.

We spent the summer in the Ionian and Gulfs of Patras and Corinth, all a very excellent cruising area, then transited the Corinth Canal (\$162) and worked down the coast of the Peloponnesus and the coastal islands of Hydra, Poros and Spetsai, visiting the ancient Greek and Mycenaean ruins along the way. We delayed our Aegean crossing until late September to let the Meltimi settle down, but still got caught by a couple of

blows and had to harbor-in several days each time. We moved across rather directly, visiting those islands on our course and saving others for later.

We arrived at Bodrum, Turkey mid-October to make wintering arrangements, then cruised the large gulf to the south, returning to Bodrum in early November. Our tentative plans for next season include going north to Istanbul and possibly into the Black Sea, then back along the Thracian coast, counter-clockwise around the Aegean to Southern Turkey or Cyprus.

We have found the Med a fascinating and rewarding cruising area. We agree with Nick and Betty Coates (*Expectation*) that France is crowded, has few places to anchor out and is expensive. However, our first night out was spent at anchor in the bight of Cap Ferret, all alone. France is still a small part of the Med and should not prejudice one to the other areas. In fact, most of the cruisers we've talked to, Americans and Europeans, bypass the French Med coast entirely, and sail Spain, Balearics, Corsica/Sardinia, Italy,



Sicily, and on. The Eastern Med provides just the opposite of France; anchor out every night or tie to the town quay, reasonable prices, and crowded only in the high season of late July and August. There are land-locked anchorages in crystal clear water with pine trees and wild flowers on the shore, as well as historic ports where you anchor or tie in the shadow of the still-intact Venetian or Crusader fortification, drink coffee in the peristyle of a Roman Emperor's retirement palace, snorkle over the remains of a sunken Ionian Greek city, or simply sit with a beer in the cockpit and watch a camel train deliver firewood to the quay-side homes. While the sailing itself is not the reason you are in the Med, there are fine days gliding through the islands or exhilarating romps offshore. There is a bit more motoring than you really want and so much to see and do that it is difficult to decide where to go next.

With regard to the short cruising season, from April to November, it is not necessarily a disadvantage. It enables you to stop, get acquainted with the country, the people and

with your fellow cruisers. The friendships that developed in Split between Americans, the British, Germans, Danes and Swedes as well as Yugoslavians could not have happened if we were constantly on the move. The winter stop also provides time and boat security for land excursions to historic sites and famous cities, as well as for the maintenance and improvements to the vessel.

It should be mentioned that for some, at least in these waters, the season doesn't end. A Danish yacht left Bodrum for Athens for Christmas, returning late January. Another left early February to cruise the south Turkish coast. And as we write this in mid-February, some of the wintering cruisers are having an "around Karaada Island" fun race, first prize being a bottle of Ismir wine (\$.60) and ending with a barbeque on the seawall, although in fact there are rain showers and flukey winds. Sound familiar?

Some West Coast cruisers encountered were: Phyllis Joan, Al and Joanne Flor from El Segundo and Friday Harbor in Antibes and Split; Chesepeke, George and Hazel Lyon from Santa Barbara in Antibes; *Iolanthé*, the Dawson family from San Francisco in Elba; *Seawing*, Valerie and Hank West from San Francisco in Dubrovnik; *Z Jane II*, George and Jane Barrett from Santa Barbara in Corfu; *Black Fox*, Bob Riggs from San Marino in Yugoslavia and Corfu; *Don Quixote*, Al and Linda Wasserman from Sausalito in Porto Heli, Greece.

— ginne and bob towle 2/21/88

Readers — Anybody remember Grace, the Peterson 44 'Splash' that went way up on the beach in Cabo during the storm of December 1982? According to Ginne and Bob, owners Bill and Sue Culver not only saved the boat but continued on to cruise the South Pacific. And apparently that's not the end of their travels. The Towles have compiled a basic Med cruising guide for them; we'll share that information with you next month.

Congratulations Bill and Sue!

**Sailing Like The Ancient Mariners
Resolute — Columbia 40
Robert Mehaffy
(Folsom)**

It was an ominous trip from Hawaii to San

Francisco from the very beginning. Before we'd even completed our turn to sail out of Pokai Bay, Oahu, the engine gave off a horrible sound that suggested it had remained operational for just the first millionth of the crossing.

The only one with ocean experience, I had the crew halt what they were doing so I could explain just how grave the situation was. The 20-year old engine was probably irreparable because parts were no longer available. Anywhere. Even if we could find a replacement engine and installer quickly, it would take a minimum of two weeks to complete the job. Since everyone was on a tight schedule, such a delay would be tantamount to cancelling the much anticipated crossing.

Faced with these facts, the crew of Steve Olson, Al Patton and Elizabeth Stewart didn't hesitate; they voted unanimously to make the passage without an engine. I elaborated: there would be nothing to propel us during windless days, nothing to move us out of the way of ships when becalmed, nothing to even maneuver us into the slip when we arrived in San Francisco. Honolulu and planes home were just 30 miles away, but still the crew voted to "Sail on!"

I knew it would be a demanding trip, but I was aboard because I looked forward to adventure and blue-water sailing. I just hoped my enthusiasm hadn't encouraged the crew to agree to something they would later regret. I had confidence in the boat. Although almost 20 years old, the *Columbia* was — except for the engine — in perfect condition. It had a good track record, too. Numerous trips to Hawaii and back to San Francisco, as well as several voyages to Mexico.

As we continued on with the broken engine, we had no way of knowing we'd soon experience what I had been like for sailors who sailed the Pacific before engines were installed in boats.

We decided to make one last stop, at Hanalei Bay at Kauai. Arriving at dawn, we quickly discovered one of the ancient mariners' greatest fears: entering a reef-lined harbor with faint winds. Although the reef opening is wide, we hated to contemplate what would happen if the wind disappeared altogether. Fortunately, it didn't. We had overcome our first engineless challenge.

The next day we departed for the

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mainland with a simple plan: sail north until above 40°, then 1,500 miles down to California. The course had been used by all old time sailors because it allowed them to avoid the dreaded Pacific High, where they could be becalmed for days if not weeks. The loss of our engine made it imperative we miss the Pacific High.

Once out of Hanalei Bay, we began averaging 120 miles a day and getting cocky. We talked about how nice it was going to be when *Resolute* got above 40° and we could "turn the corner" and fly our biggest chute in the westerly winds promised by our pilot charts. We had visions of crossing under the Golden Gate in less than 20 days.

Our fantasy died on the fifth day out. Windspeed plummeted and for the next four days we averaged a pitiful 40 miles per day. At that rate it would take us 50 days to get home — assuming we would have enough food and water.

We tried everything to coax extra speed out of the boat. Putting up spinnakers, drifters and genoas when the slightest trace of a cat's paw appeared on the smooth ocean surface. We kept trying to keep the boat moving, but it was frustrating; a mile or two without stopping was good for those days.

During this time we recalled accounts of heavy square-riggers being becalmed for weeks at a time. We nervously joked about how long it would take for the wind to return. We laughingly speculated that the wind might not turn until the next day; the reality was beyond our wildest speculation.

Being becalmed wasn't without its interesting moments. It was easy to imagine us reacting just as sailors had centuries before. At first we were productive. We cleaned up the interior of the boat. We took bucket baths on the foredeck. We made minor repairs to the boat. For the first time since leaving Hanalei Bay we cooked interesting meals. One of my favorites was so spicy that we all ended up with gas pains and insatiable thirsts. Although sorry for the lack of wind, it was nice to get the boat dried out, eat good meals and enjoy a relaxing night's sleep. The lighter wind had also brought warmer temperatures; foul weather gear gave way to swimsuits and shorts; tea and hot chocolate gave way to desires for beer.

Once the boat was clean and dry and we



had eaten, we cooled off by swimming in the stunning blue 18,000 foot deep water. It was probably the most exciting swim of our lives. Looking up at the boat from below was awe-inspiring. Every thru-hull fitting, the zincs and the propeller stood out with incredible clarity.

The first day of going nowhere was, indeed, a memorable experience. By the second day it got old.

We discussed how the old time sailors pushed livestock overboard to conserve their supply of fresh water. These sailors knew that one horse or cow could consume enough water to keep many sailors alive for weeks. Like those ancient mariners, we were becoming concerned about our supply of water. Although we weren't using fresh water for baths, washing dishes or cleaning, we knew our 70 gallons couldn't last that long in such heat. We soon became engulfed with an overwhelming feeling; unless the wind came up, we were helpless. Our depression increased when our 100 foot long line hung directly beneath the boat.

The walls of liquor in St. Thomas; just what's needed to calm the nerves after a tough sail from Florida.

After the third and fourth days of eating, swimming and sunbathing out in the middle of nowhere, those activities lost their charm. We began to consider alternative ways of getting out of the predicament. One of us recalled how the massive whaling ships used to lower whale boats and oarsmen to tow the big ship. We understood that desperation and began casting eyes on the broken outboard. It was no use. Then we began taking wrenches to the broken main engine. After stripping a few head bolts, we knew that was hopeless, too.

Everyone of us agreed to adjust the sails more precisely to take advantage of every last breath of wind. So distracted were we that we didn't notice when Elizabeth had the boat moving at over three knots — the fastest speed we'd hit in four days! Within minutes the tools were stowed and the engine covered for the remainder of the trip. Soon it was blowing 20 knots.



With the return of the wind and boatspeed, we remembered how delightful is the sound of water rushing past the hull. Somehow those afternoon hours made us forget the four previous days of frustration. Once again we began calculating ETA's for San Francisco. While the wind would drop several times again, it would always pick up again before going completely calm.

But by now we had another problem: ships in the foggy shipping lanes. We had what looked like was going to be a close call in light air that prevented us from maneuvering out of the way, but the ship ended up passing far away. We saw many other ships, but always when there was enough visibility to get out of the way.

Eventually we sailed under the Gate exactly 25 days and 2,500 miles out of Hanalei Bay. We realized then that although engines might be a wonderful convenience, they aren't absolutely necessary to a reasonably quick and safe passage. Our group felt that the engine failure added to our sense of accomplishment. Our lives might not have

been altered dramatically by it, but our understanding of what sailors in past centuries endured had certainly improved.

— bob mehaffy 1/18/88

Wing-Keel Sailor's Lament
Greggus Winer
Fort Lauderdale to St. Thomas
(Morro Bay)

As a Morro Bay school teacher who decided to stay warm and dry this winter, I've been working as a captain for the International School of Sailing, delivering boats from Florida to the U.S. Virgin Islands.

My first and most memorable delivery was on a wing-keel O'Day 30 in October of last year. After elbow-bending at Hemingway's old hangout in Bimini, the Compleat Angler, we awoke the next morning with headaches and a 1,000-mile passage to the Virgins. The day was one of those cliché-ridden beauties that make up for all the blustery days spent sailing off the coast of Central California: there was warm wind, a clear sky and flat seas.

Of course, I know such conditions never last, but sailors must have faith, right? After 12 hours the weather started to sour. The wind veered to the north, turning our beam reach into a close-hauled one. The once calm seas soon grew to 10 to 12 feet of slop.

The equipment that performed well in the blow — and indeed throughout the next two weeks — was a fully-battened main and the roller-furling jib. The main, with two sets of reef points, was easily reefed from the cockpit and held its shape quite well. The furling jib, unlike any I've used in 20 years of sailing, also held its shape and performed well when reefed. Made by Neil Pryde, the radial cut jib had tapered foam sewn into the luff. Even when reefed to a sliver in 50 knots of wind it worked well.

What didn't perform well was the wing-keel. More than useless, it was dangerous. I'll never deliver another boat with one. Wing-keels may work well in light air or protected waters, but they are worthless and dangerous in heavy ocean swells and wind. It makes the boat motion extremely unstable with a hobby-horse effect that I've never experienced on fin or full keeled boats.

Twenty-four hours into the gale and approximately 100 miles east of Eleuthera, we

had to run before the storm. We took on so much water that every 20 minutes the bilge would fill and the floorboards would start to float. Furthermore, we could no longer make headway into the wind and seas.

As soon as we headed downwind, the wing-keel once again proved its uselessness. The boat developed an unstable lift down the swells, making it dangerous to steer. I attribute it to the keel. The planing motion I'm familiar with from ultralight boats is much safer than what we experienced. After we ran off, the taking on of water slowed; I suspected leaking around the keel bolts.

Twenty hours later we rounded the southeast end of Eleuthera, and six hours later we pulled into Davis Harbor. The latter is nothing more than a tiny and shallow indentation in the coral, perhaps a good idea that time has forgotten. The entrance, only four feet deep and easily missed, was marked by a typical Bahamian aid to navigation: a broken grape stake. The harbor has fuel but no other services. A restaurant is



Wing-keels: perhaps they're a better idea for children's amusement than rough ocean sailing.

supposed to open in 1988, but I wouldn't count on it.

Diving on the boat, I discovered a 3/8-inch gap between the keel and hull, with no way to fix it. The keel bolts — of which there only two to hold up 2,400

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pounds — needed a 1.5-inch socket 3-inches deep in order to tighten. Because of the turn of the bilge we also would need a heavy-duty ratchet extension bar — assuming we could find the unusual socket. My two crewmembers and myself were told that a man in Rock Sound, a \$40 cab ride away, might be able to help us.

Arriving at Mr. Phillip Know's place, we saw a broken pile of cars and school buses (we know he has the bus concession on southern Eleuthera); we figured a plane trip to Florida was on tap. But in a place where I thought they only made excuses, Mr. Knows said he could help us. First, he found an old 1.5-inch socket. As he started to cut it in half I began to think we were wasting our time. But then he walked over to an old junked bus, pulled out a length of hollow rod from somewhere, and welded the two ends of the socket to a piece of hollow pipe. He handed us the socket, ratchet, extension bar and his hand: there was no charge. He said we were travellers, and being a travelling man himself, he knew what it was like to be stuck.

Mr. Phillip Knows should be declared a Bahamian National Treasure. Yachtsmen would do well to remember him, too. I had brought some books and money along to use as trading fodder, so I gave him \$10, two paperbacks and a *Latitude*. All Knows asked was that we send the tools back "with one of the boys from the harbor". I only wish I'd had more things to give to this kind gentleman.

The keel bolts were so loose that they required no pressure to tighten. It solved part of the problem, but because the bolts were so loose the holes in the fiberglass had enlarged. Unfortunately, there was no way to re-bed the bolts without dropping the keel. I've delivered a lot of boats, but never experienced a problem like this. I think it was partly because of the pressure exerted on the wing-keel by the rough seas and partly because of shoddy construction.

The next day saw us sailing 90 miles south to Georgetown, Exuma, the yachting center of the southern Bahamas. It's a wonderful place and a joy to sail in since there are wonderful beaches and protected coves within miles. The west entrance is real tricky, however, and the cruising guide's directions must be followed explicitly. The 'Peace & Plenty' restaurant, where the drinks and

food are excellent, is the cruiser's headquarters.

We picked up another crew in Georgetown, having lost one in Eleuthera as a result of keel bolt fear and plane schedules, and headed southeast. Quickly running short on fuel, we turned due south and motored toward the Dominican Republic half of Hispaniola. The lush 'D.R.' is as beautiful a tropical place as I've seen, easily on par with Hawaii. We cleared Customs at Puerto Plata, which has an excellent harbor with an easy and well-marked entrance. As we picked up fuel, one of the dock boys got cold drinks and bread for a few pesos. The D.R. has excellent bread.

The cruisers 'hot spot' in the D.R. is Cape Samana, about 70 miles east of Puerto Plata and absolutely gorgeous. Those who speak Spanish will be able to enjoy the D.R. much more than I with my weak pidgin did. Incidentally, the *Yachtsmen's Guide*, last published in 1982, is still current for this area.

East of the D.R. lay the Mona Passage, notorious as one of the roughest stretches of water in the Caribbean. When we motored across it there was no wind and flat seas. But the swells! Seventy to 100 yards apart, they were 18 to 20 feet high. The motion, quite pleasant, was like riding on a Ferris wheel.

Three days later we arrived in St. Thomas, U.S. Virgin Islands, and hauled the boat. A ten-day passage, stretched to 17 days because of the problems, was finally over. I flew back to Florida to begin another delivery.

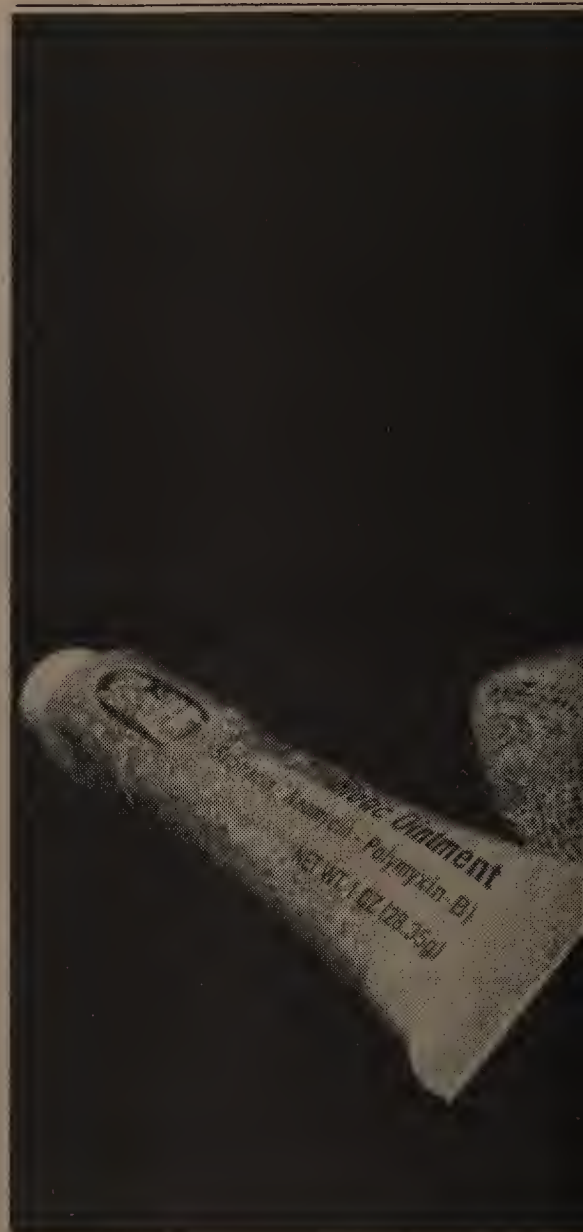
In retrospect:

- ✓ Wing-keels are not, for this sailor, good in heavy weather.
- ✓ O'Day should pay closer attention to their construction.
- ✓ Fully-battened mains are great; they don't slat under power.
- ✓ Radial cut, foam luff, roller furling jibs really work.

As a point of reference, I'm 32 years of age, live aboard my Cal 25 in Morro Bay, have a Coast Guard 100-ton ticket, am a high school English teacher and a yacht delivery captain with 30,000 bluewater miles.

— greggus winer 1/26/88

Readers — It's a Latitude fact: In 1493



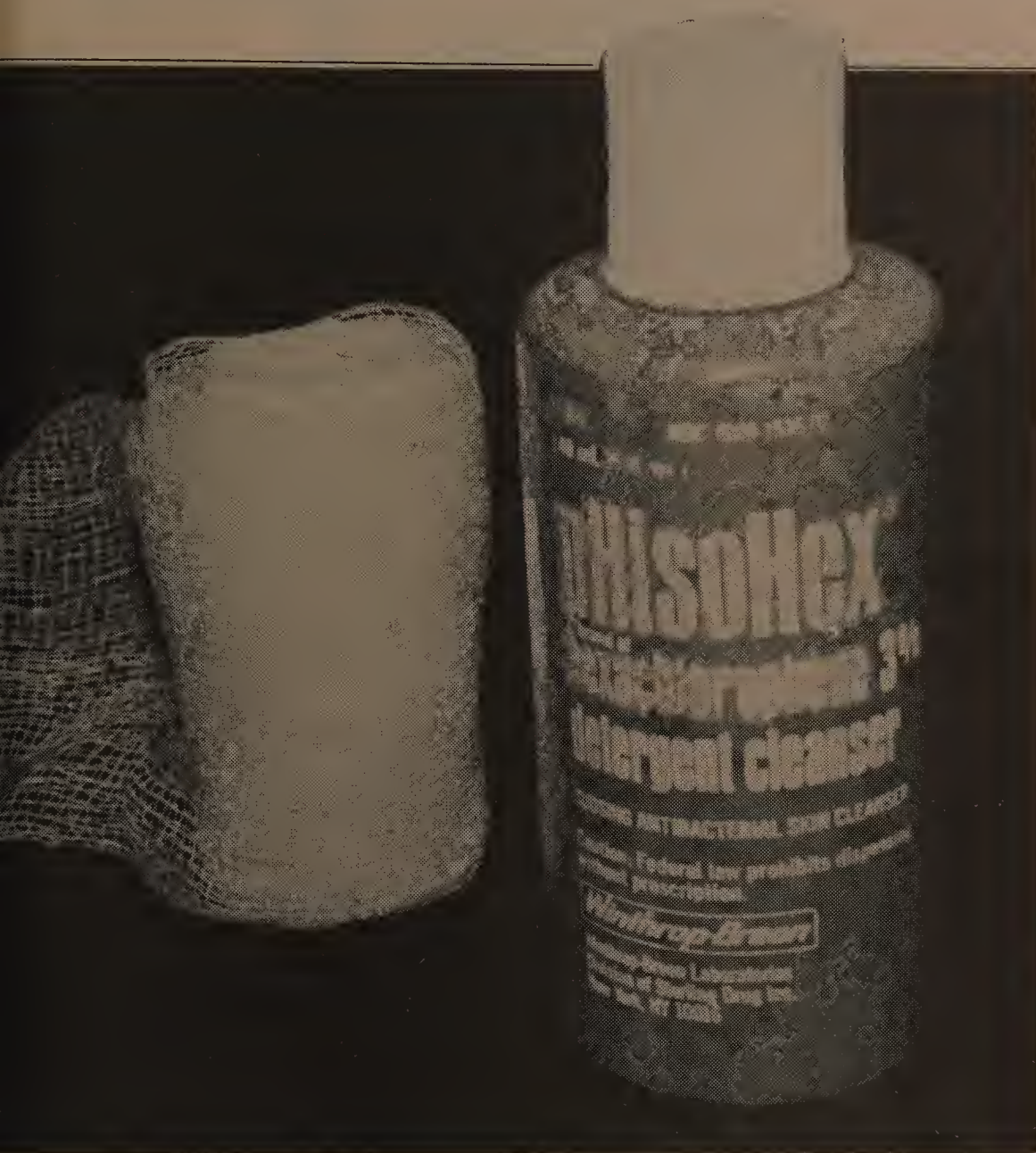
Spaniards established the oldest town in the New World at La Isabella, about 20 miles west of Puerto Plata, Dominican Republic.

**Mahina — Halberg/Rassey 31
John Neal & Barbara Marrett
Medical Supplies To The South
Pacific
(Friday Harbor, Washington)**

We're excited about flying back to Hawaii in early April and sailing back to the South Pacific. Our seven-month trip to the States has been fun (22,000 miles on an elderly VW camper) but getting back to sailing and exploring new islands sound even better.

We plan on re-visiting Penrhyn Island to deliver some needed basic medical supplies that they requested for their clinic. We also plan to visit some even more isolated islands which have little or nothing in the way of medical supplies.

If any of you have access to samples or surplus (or want to donate) any of the following medical supplies, we will add them to what we have already purchased. I know that this will help some people! Needed



LATITUDE/SARAH

items: Roller gauze, gauze compresses, topical ointment (bacitracin type), cleansing solutions (Hibiclens, PhisoHex, Betadine, etc.), antibiotics (Septra, Bactrim, Ampicillin, Erythromycin, Penicillin, Tetracycline, Vibramycin), Polysporin ophthalmic ointment, Lomotil, Benadryl, Rid-Lice, Antiminth, Chloroquine phosphate, steri-strips, forceps — or anything else that could be administered by locally-trained nurses.

Time is of the essence since we will be leaving for Hawaii in early April. Shipments can be made to us via U.S. Mail at: P.O. Box 1596, Friday Harbor, WA 98250 or via UPS at Word Services, 351 Spring St., Friday Harbor, WA 98250. Or, you can leave a message for us days at (206) 378-4359. It will be possible to UPS to us in Hawaii until the end of April.

Thanks for your help. Our idea of cruising is to give something back to the island communities that have been so generous to us.

— john & barbara 3/10/88

Simple medical supplies such as these can bring health and happiness to the folks on remote islands.

Ralph & Phyllis Nansen Thefts in Melaque (Seattle)

We have been cruising Mexico since November and consider your publication to be our best source of reliable and up-to-date information for this area. Because we know you are widely read and respected, we want to give you accurate information concerning the theft of three dinghies and outboard engines in Bahia de Navidad the night of February 27, 1988. We were one of the boats who lost a dinghy and engine.

We had been raising our dinghy aboard each night as a precaution, but that particular night it just seemed like too much trouble and we were lulled into complacency by the charm of Melaque and the general feeling of security in the anchorage. Unfortunately, there are crooks and thieves in all parts of the world, and we learned the hard lesson that it only takes one to ruin a paradise.

All three dinghies were found the next

morning by Mexican fishermen and returned to the yachts. The two inflatables had been slashed with a knife and deflated. One dinghy was repaired; we are waiting to get the proper glue to repair ours also. All three engines were gone.

We reported our losses to Philomena at Los Pelicanos Restaurant. She offered to help us report the thefts to the authorities and to put the word out in the community what had happened and that a reward was offered for the return of the engines.

Two days later with sad hearts we sailed to Tenecatita wondering how we were going to replace our engine. We had given up getting our property back; but not Phil and her husband, Trine Garcia. They talked to local people, fishermen, local kids and officials and persisted in trying to locate the engines. The word went out that Melaque's good reputation was at stake and rewards were offered — not only from those of us who were victims, but other yachties as well.

You can imagine our joy when we were called on the VHF on March 2 and told that through their efforts two engines — including ours — had been found.

We want your readers to know that Bahia Navidad and Melaque are the beautiful and special places they have always been. Most particularly, the wonderful friend all yachties have in Phil at Los Pelicanos. She has a heart of gold and provides many services to the boats with no charge although they take considerable time and sometimes even an outlay of money on her part.

We plan to be back in the Sea of Cortez for Baja Haha Race Week, and will be back here again next year to see our good friends Phil and Trine. Meanwhile, we will continue to protect our property as all prudent boaters should.

P.S. After trying unsuccessfully in three anchorages to get a copy of your February issue (I can't stand missing an issue), I've enclosed our subscription for one year. And please, if you have any February's kicking around please send one. There are articles about boats we know. By the way, I can hardly get the captain's "Some Like It Hot Cruiser's Rally" T-shirt off to put it in the laundry. Thanks for a great rally.

— ralph & phyllis 3/3/88

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Henry W. Hotchkiss Tonga to New Zealand (Sausalito)

Skip Dusseau is below taking his morning nap and I'm out in the cockpit writing and grabbing an occasional banana from the stalk which was a *bon voyage* gift from a friend in Nuku'alofa.

We left Tonga on October 15, following to the letter the recommendation in an earlier *Latitude* 'Milk Run' article about a narrow weather window. Our ETA in Auckland is October 26 if these winds hold up.

The winds are 25 knots from the east. There's a stationary high pressure area northeast of New Zealand which promises fair weather for the next several days. However, even here at 31°S you can begin to sense the not-too-distant presence of the Roaring Forties. The temperature at night is downright cold — particularly after Tahiti and Tonga. And, five days ago, near South Minerva Reef we encountered 45-knot winds and 15-foot seas — what I consider to be just about the limit of comfortable sailing for this International Folkboat. Under the present conditions, we're making excellent progress in the right direction, ticking off 120 nautical mile days under jib and double-reefed main.

Bert Sr. is steering; his son, Bert Jr., drove us 5,000 miles to the vicinity of Minerva Reef before being relieved of duty due to a worn part. Both are Autohelm 1000's (now renamed 800's) with an 85-lb thrust, which is sufficient for these conditions. But just a little more sail area, a single rather than double reef, for example, or a stronger than normal gust, causes Bert Sr. to struggle. Since neither Skip or I are anxious to steer for even the last 300 miles, we're making sure that he stays happy.

We have a shipboard routine on *White Lightning* which is set up around our system of three four-hour night watches beginning at 2000 hours. This provides variety in that each person stands just one watch on alternate nights. Since the person coming off watch at 0800 is usually tired from having stood two watches during the night, breakfast is prepared for him. The log is filled in, our position updated on the chart, and sail changes are made based on the new day's weather outlook. Then he can turn in until lunch. Following lunch, it's nap time for

the person who will be standing two watches that night. At 1700, we both enjoy a cocktail together (dark rum, lime juice and water), followed by a hot dinner and a final sail and position check before nightfall. And so the cycle repeats itself.

Because one person is always on deck and the other usually resting or sleeping, we can get by with having only one usable bunk during passages. In port, gear has to be restowed to create a second or even third bunk.

Although we have a sextant onboard, and although both of my earlier crew mates (Terry Manchester and Ralph Westwig) were excellent celestial navigators, we are very pleased with the performance of the SatNav which was installed for this voyage. To prevent moisture build-up, and to be able to identify occasional erroneous fixes, we keep it on 24 hours a day. We use a navigation program and our handheld HP calculator to obtain Great Circle course and to compute daily runs. By using Universal Plotting Sheets to enlarge sections of the chart, and by comparing our SatNav and DR positions over relatively short distances, we have even been able to identify currents of as little as half a knot.

Breakages on *White Lightning*, fortunately, have been minor: the pad-eye holding the preventer; almost all the slides on the mainsail as well as one seam; and the teak trim on the port bunk which gave way under someone's foot after months of bracing against the constant motion. Otherwise everything seems to be in as good condition as when *White Lightning* left Sausalito for Papeete on July 13.

The 2.6 amp solar panel takes care of virtually all our power needs and can easily support the SatNav and Autohelm, both of which run continually. Outside the shipping lanes we conserve electricity by using the running lights for ten minutes every half hour (coupled with our 24 hour watch). The solar panel also provides enough juice for the SSB radio, which gets used about 20 minutes every fourth day. We have the 55 amp alternator on the engine as a back up, but we've hardly needed it so far.

During our 'free' time, we take care of maintenance and repairs, write letters and read. So far I have managed to read Michener's *Tales of the South Pacific*; Rainer



Maria Rilke's *Letters to a Young Poet*; Alistair Cooke's *The Americans*; and Tom Clancy's *The Hunt for Red October*. If you've read the latter book, you know why all unexplained radio interference on the radar detector is considered to have been caused by a nuclear submarine. We've yet to spot a single periscope, though.

We are in regular contact with Kerikeri Radio in the Bay of Islands (John and Maureen Cullen on 4419.4 Mhz), who provide a 24 hour weather outlook for our position based on their weatherfax. This is a wonderful service as it's also useful to hear what weather conditions are being experienced by yachts ahead and behind us.

If all goes according to plan, this report will be mailed to *Latitude* from Auckland where I am looking forward to celebrating my 50th birthday with the completion of this voyage. It has gone so well so far, that I suspect I may continue on to Australia in 1988. But first, I am looking forward to enjoying a Kiwi summer.

— henry w. hotchkiss



Steve Rebscher working on the interior of his new cruising boat.

Henry — The postmark date on your letter is smeared, so we can only assume it was delivered back to the United States by Folkboat or some other small vessel. It was months ago — maybe even back in 1987 — that we reported you had arrived safely in Auckland.

In any event, you are to be congratulated for such a fine voyage on such a small boat.

**Imagination — Hartog 62
Lynn Ramirez, Steve Nelson,
Tim Hopkins, Michael Clow and
Steve Rebscher**

**Honolulu to San Francisco
(Richmond)**

0400: Two ships on the horizon.

0830: The Farallones are in sight!!!

1455: We're under the Golden Gate, it's December 18 and we're just back from 14 months in Hawaii and the South Pacific. Our final passage, back to the mainland, was

both beautiful and eventful.

We left the Ala Wai Harbor in Honolulu the evening of November 28 after several days of heavy tradewinds. For two days we were on the wind, getting as far north as we could. But the next 10 days were beautiful as we reached off on a bee-line for home.

With the barometer rising, it looked as though we might have to do some motoring through the Pacific High. Instead we found ourselves on the edge of a very strong ridge (1040 mb) with steady northeasterly winds of 50 knots. We would have graciously accepted any other wind direction, as this forced us off our desired course for the next four days.

Finally the wind clocked easterly, and later northwest. Once again we were able to make good nothing toward San Francisco and all looked well. Through this entire five day period the barometer remained above 1036 mb: now it fell to 976 mb, bringing winds over 70 knots and big seas. At this point we were directly off Point Sur, 150 miles offshore. If we fell off, we'd have to fight back

up the coast, so we made the decision to continue sailing upwind with the reefed main and a tiny storm stays'l.

We pinched up to spill power and kept up two to four knots for steerage around the seas. Steering was no fun, with 70-knot wind and spray stinging our faces. When darkness fell we couldn't steer at all. We tied the wheel and much to our surprise found that the boat balanced so well under the sail plan that she steered herself better than we'd steered all day! Not once did she stall out, tack or otherwise misbehave.

By morning the wind was very much reduced and we slowly increased sail to get moving again. After hearing the result of the December 17 storm that smashed Southern California, I am convinced that we took the best action. Had we decided to run with the storm, we would have suffered much more.

Coming home was as wonderful as we had all anticipated. Friends and family waved as we passed under the bridge, then they met us at Sanford-Wood Marina as we docked. We want to thank everyone who had a part in making our adventure come true, but because there were so many we can only mention a few. Sanford-Wood, a great boatyard and our happy home for two years; West Marine and Bob and Tanya Hennessey at Anchorage in Richmond; Pat and Dan James at California Custom Canvas whose dodger withstood repeated direct green water without damage; Rod Heimstra, a super woodworker and good spirit; Tom List, who save us untold aggravation by going through our Ford diesel prior to the trip; Eclipse and Neil Pryde Sails, both of whose products did their job beautifully for over 15,000 miles. We feel we're lucky to have found such good people to work with over the last five years we built the boat. We will continue working with them as we prepare for future voyages.

Late update: We have recently learned that Kim "bad ass" Wookie Von Blohn, our crewmate to Tahiti, is also affectionately known as 'Kimberbuns'. He's still a great sailor.

— steve rebscher

Readers — Rebscher is currently finishing off the interior of his most recent steel boat, a 48-footer, in Sausalito Yacht Harbor. The new boat's name is Shihaya from the Dune

CHANGES IN

triology; it means 'springtime in the desert'. Rebscher, a biologist at the University of California, says their next trip will be to the Pacific Northwest.

Cruise Notes:

The mailman always yells 'ahoy' twice. Mary Odom of Auburn writes that "Latitude has a special mailman whose delivery route is the Society Islands. When we visit our boat, **Ro'o** in Bora Bora, my husband, Dwight Odom, delivers your magazine "hot off the presses" to the cruisers passing through the South Pacific."

Mary and Dwight, a couple of Roving

He escaped the sea snakes and the sharks but was snared by a Samoan beauty. Rusty Jackson, formerly of Seattle, writes that he's putting his little **Trekka II** up for sale. He notes that during the last two years he's made it all the way from the Pacific Northwest to American Samoa without an engine or electronics. Shades of Captain Cook. During the two years he was capsized in a storm, ran aground, was nearly hit by a ship, almost got eaten by a shark that attacked him while he was "body surfing behind my boat", and was nearly bitten by a "deadly sea snake that had crawled aboard through a cockpit drain".

MORE 'SOME LIKE IT HOT' RALLY ENTRIES

- 224 Teal / 31' Garden Sloop / Doug Owen / San Francisco
- 225 Wanderer / 34' Seawind Sloop / Rene Falcon / Wilmington
- 226 Ricochet / Cal 29 / Rodge Fradella / Newport Beach
- 227 Shaka / CF 37 / Stacey Dobson / Long Beach
- 228 Columbia Transit / Cascade 36 / Jim Wilcox / Portland, OR
- 229 Dorje Kyung / Pacific 30 / Janice Brittain / Victoria, B.C.
- 230 Horizon / Chantymen / George Goodwin / San Diego
- 231 Philip Nolan / Angelman 33 / Steve Whyte / Ventura
- 232 Kittiwake / Columbia 31 / Ken Nordstrom / San Diego
- 233 Shawstar / Bristol 28 / Frank Gillea / Newport Beach
- 234 Sereno / Cheoy Lee / John McCarthy / Marina del Rey
- 235 Kea / Ericsen 35 / Will Nighswonger / Newport Beach
- 236 Winsome / Morgan 41 / Jewel Goddard / Portland, OR
- 237 Captain Musick / Young 43 / Cara Dibnah / Long Beach
- 238 Pacific Sunrise / DownEaster 38 / Barney Mahon / Long Beach
- 239 Affaire d'Amour / DownEaster 32 / Bill Hook / Ventura
- 240 Delia / Cheoy Lee Robb 35 / Craig Willis / Ventura
- 241 Athenis / Irwin 65 / Bob Ball / Ventura
- 242 Sojourn / Hunter 30 / David Fox / Stockton
- 243 Karukera / Columbia 45 / John Ballard / Newport Beach
- 244 Southern Comfort / Cal 2-46 / Gary Matzdorf / Ventura
- 245 Caper / Mason 43 / David Hill / Ventura
- 246 Bobbi Lu / Cal 39 / Bob Swanson / San Diego
- 247 Selchie / Pearson 35 / Walt Doiron / San Diego
- 248 Queen Anne / Aleutian 51 / John La Montague / Newport Bch
- 249 Angel Sea / Falmouth / Gary Felton / Dana Point
- 250 Sea Raven / Skookum 53 / Dale Putnam / Seattle
- 251 Private World / Columbia 50 / Barry Simpson / Anchorage
- 252 Liebchen / Valiant 40 / Roy Siliken / San Diego
- 253 Hap E Motion / Cal 33 / Beverlee Ward / Redondo Beach
- 254 Rapture / Patterson ferro / Pete Laine / San Diego
- 255 Kartela II / Hans Christian 48 / Forest Watson / Honolulu
- 256 SeeLowen / Union 36 / Brian Tyrrell / Sausalito

Reporter t-shirts are on their way to you. Thank you for spreading the Latitudes around.

But wait, there were some good times, too. Swimming naked in the middle of the ocean with a pod of dolphins was one. Ex-



ploring the more remote islands of the Marquesas, Societies, Samoas, Tonga and Fiji, were another. The best time of all, however, happened in Western Samoa where he "fell in love with one of the most beautiful Polynesian girls in the South Pacific". Unlike many sailor / native loves in the South Pacific, this one resulted in marriage.

Jackson and his young Samoan wife sailed on to Tonga and Fiji and then back to Western Samoa. They now live near the shore of his wife's native village of Savaii, where there are neither cars nor electricity. "I've never been happier," he writes of the very simple, unspoiled and laid-back life. In fact, he's so happy, he's put *Trekka II* up for sale. If interested in *Trekka II*, you can contact him care of General Delivery, Tutuila, American Samoa.

Sailing historians will recall that the original *Trekka*, a 20-footer, was sailed around the world by John Guzzwell.

The Cruising Club of America gave New Zealand orthinologist Gerry Clark its 1987 Blue Water Medal for his nearly four-year scientific sailing circumnavigation of the Anarctic aboard **Totorore**, his homebuilt



33-ft boat. In presenting the award, the CCA noted that Clark had displayed superior seamanship, building skill and planning.

Superior planning? Clark was dismayed twice and rolled or pitchpoled five other times. It seems to us that a smarter plan would have been to head to St. Barts, Thailand, Tonga or the Seychelles. Especially after the first couple of capsizes and a dismasting. What do you think?

Former mayor of Sausalito, Fritz Warren, is about to continue his cruising in the Mediterranean and other nearby waters aboard **Truly Fair**, his Celestial 48 cutter. "Current plans," he writes, "are south to Gibraltar, east along the North African coast to Tunisia, then northeast to Yugoslavia and possibly the Black Sea before returning to the Canaries in November for the Atlantic Race for Cruisers." *Truly Fair* wintered at Club Nautico, Puerto Poesquero, Calpe (Alicante), Spain.

Earlier in this month's *Changes Fram* reported on the theft of three dinghies and outboards near Melaque, Mexico. Mike, Anne and Brian Kelty aboard the *Islander 36 Michaelanne* advise that they were directly

Dwight Odom delivers the 'Latitudes' in the Society Islands.

behind one of the boats that got ripped off. They feel the two dinghies they had tied behind their boat were possibly spared because of the presence of their dog, Joshua.

Noting how critical a dinghy is to the daily life of cruisers, they offer the following suggestions as what should be done to protect one's dinghy: 1. Lift the dink out of the water with a bridle each evening before retiring; thieves trying to take the outboard couldn't help but make a lot of noise. 2. If you expect to be away from the boat overnight, stow and lock the outboard onboard, preferably belowdecks. Put the dink on the foredeck. The Kelty's find it "incredible" that some cruisers don't have a secure locking system for keeping the outboard with the dinghy; they always use the locking bar on the motor — even when it's stowed on the stern rail.

In other news, the Kelty's report that Barra de Navidad now has a Port Captain who requires yachts entering to check in and clear out. No port fees have been charged,

however, and there is as yet no Immigration. Barra de Navidad also has convenient, economical and frequent bus service from Melaque, which has excellent provisioning. So if you're spending some time in Navidad, it's far easier to take the bus to Melaque than it is to make the 50-mile round-trip to Manzanillo.

Up in La Paz, a singlehander by the name of Dick on the 40-footer **Lara** reported on the morning net that he'd been robbed by three Mexicans at the Los Lobos anchorage just outside La Paz. The three men approached at dusk, boarded his boat with knives and guns, pushed him down the companionway and then tied him up. They took money and radios before fleeing. Such an occurrence is *highly unusual* for La Paz. Since those of you who haven't been to Mexico think such things happen once an hour, let us repeat: *such things are extremely unusual in the Baja area.*

While on the subject of La Paz, numerous sources report there have been a record number of boats there this winter and spring. The most frequently given estimate is 300 boats — with many planning to stay in the Sea of Cortez for Race Week and the summer. It's just that nice and that thrifty in that part of the universe.

As you can see from the accompanying list, the **Some Like It Hot Rally** entry list topped 250 as of the end of the contest, which was January 1. Since then another 100 boats have been checked in — we hope to have their names next month. *Some Like It Hot Rally* prizes — VHF radios courtesy of West Marine Products — and the remaining 75 t-shirts will be presented at *Sea of Cortez Race Week*.

'The Heckler' from Marina del Rey reports that as of March 7 the Inner Harbor at Cabo San Lucas was off-limits to all boats. 'El Capitan del Puerto' had come around with flyers announcing the prohibition; and each boatowner had to sign one to acknowledge he/she was aware of the rules. The flyer, which was signed "Attentively, The Port Captain", noted that "a penalty may be imposed" for violators. The Heckler didn't ask what the penalty was, but he figures it's sure to be a. expensive, and b. unpleasant. He also explains that current dredging operations are responsible for the lack of space.

Heading off somewhere neat on your boat? We'd love to hear from you.

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CATALINA 22-FT. Trailer, swing keel, roller jib, new paint, galley, potti, 7 hp Mercury o.b., life jackets. No Fri. eve. or Sat. calls. \$4,000. (707) 279-8166.

VENTURE 21, 1968. With trailer. Great lake & Delta mini-cruiser. Swing keel, head, sails. Drive away. \$2,500. (415) 961-3572.

ERICSON 23. Keel centerboard model, tandem axle trailer, 7.5 hp Evinrude o.b., Hood sails (8), Barlow winches (6), many extras. \$7,495. (503) 855-1576 days.

18.5-FT CAPE DORY TYPHOON. 1976. E-Z Loader trailer. Seagull, fresh epoxy bottom w/new paint. Clean. \$7K asking. (415) 237-9602.

"STORM PETRAL" 16-FT CLASSIC Phil Bolger design. Sprit rig. Expertly built & maintained. 1½ hp. Fun daysailer, cozy sleeping for two, easy singlehander. Sausalito berth. \$1,200/OBO. 331-6416.

EL TORO. Beautifully varnished (7 coats) mahog. deck & hull sides w/yellow bottom. Built-in flotation, wood mast, towing plug. This is a Delta natural, complete & ready. \$525. (415) 825-2969, lv. message.

FLYING JUNIOR BY VANGUARD. Excellent condition with trailer & cover. Race rigged. Spinnaker. \$2,000/OBO. (415) 658-8814 after 6 p.m.

VICTORY 21. Fast one-design sailboat. Fixed keel. Good sails plus spare. Trailer & 2 hp British Seagull o.b. Very clean & ready to go. Real sacrifice at \$1,850/OBO. (408) 255-9739 eves; (415) 857-2433 days.

24-FT JOLLEYROGER. 7 sails including spinnaker, COR & Danforth anchors, VHF, Signet digital depthsounder, dodger, fresh bottom paint/epoxy, 7.5 Evinrude o.b. \$5,800/offer. (415) 883-3659.

12-FT SAILBOAT BY HOBIE. In excellent condition. Similar to Laser sailboat. \$950. (415) 485-6768.

FLYING DUTCHMAN. 19'11" Olympic class dinghy. 8 bags of sails, most in new shape. Trailer with new bearings. Cold-molded mahogany hull. Extra gear. Deck needs some attention. \$1,400/OBO. Must sell! (415) 858-0807 Tim.

O'DAY 23, 1965. Great S.F. Bay daysailer. Stiff, heavy fixed keel, large 9-ft cockpit. Solar electric system. 6 hp Johnson. Full canvas boom tent to sleep 4. Great shape. Berthed Richmond Marina. \$4,500. (415) 232-8871.

ERICSON 23. Help! I must sell my boat. She was built 1973, has 3 headsails, a 6 hp o.b. & a few extras, all in great shape. Call for details. Scott, (415) 459-6852. \$4,500/OBO.

FOLKBOAT. 25' Nordic Folkboat. Classic lapstrake hull. Built in 1957. Excellent structural condition & regular maintenance. Redwood City berth. \$5,900/OBO. (415) 361-1281 or (415) 321-9419.

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1980 FOX 25 SLOOP. Bristol condition, Gary Mull designed family pocket cruiser. Take interior, sleeps 4, full galley, c/wp, Porta-potti, VHF, ds, km. Main, furling, jib, 110. Shoal keel, 10 hp Honda. \$9,800/OBO. (415) 646-5005 days; (415) 228-8307 eves.

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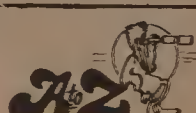
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CATALINA 22-FT SAILBOAT, '72. 7.5 hp deep shaft o.b., trailer, hand laminated rudder, new rigging, split backstay, heavy-duty Stearn traveller, freshwater, Lake Tahoe. \$5,500. (916) 583-6279. Box 2398, Olympic Valley, CA 95730.

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MacGREGOR 25, 1984. Swing keel w/trailer. Many extras. 7.5 Evinrude. Excellent condition. \$6,900/OBO. Will consider trade down. (408) 274-1555.

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CHRYSLER 22, 1977. Retractable keel, E-Z Loader trailer, 3 sails, knotmeter, VHF, 10 hp Chrysler o.b., galley, porta-potti, bow & stern pulpit, swim ladder, Pop-top, rigged for singlehanding. Well-maintained. An excellent buy \$6,200. (916) 989-1005.

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CAL 25. 9.9 Evinrude, wheel steering, km, ds, VHF, new rigging & mast, sound hull, minor work needed motor & interior. Owner stepping up to bigger boat. Priced for quick sale, under 4K. Call (415) 453-6254.

1981 TANZER 22-FT SAILBOAT. Very clean, good condition, keel centerboard, lifelines, sleeps 4, head, dinette, icebox, VHF radio, 7.5 hp Evinrude o.b., sails, sail cover plus many extras. Original owner asking \$12,000. (415) 771-5121.

CAL 25, 1966. Sausalito marina. Very clean. Excellent family Bay sailor. 3 sails, dinette with alcohol burners, separate head, sleeps 4, 6.5 Johnson o.b. & many extras. Recently surveyed. \$6,500. (415) 924-1072.

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BRISTOL 24, 1967. F/g full keel pocket cruiser, proven Bay & family boat, 4 berths, Sutter sails w/new main, stern rail w/ladder, galley, Porta-potti, recent survey & haulout. \$9,000. Ken or Starr (707) 526-0702.

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25-FT U.S. YACHT, 1982. Division of Pearson Yacht. Honda 4 stroke 7.5 hp o.b. Lewmar winches. Beautiful teak interior, excellent Bay boat. Condition of this boat is absolutely like new. Sacrifice. Must sell. \$8,500. (415) 228-2852 or (415) 228-7348.

CAL 25. Two boat owner, must sell. Honda 100, spinnaker gear, head, more. \$6,000. (415) 763-4454 eves.

RANGER 23. Well-maintained fast, stiff sloop, excellent condition, new bottom paint 2/88. VHF, ds, bulkhead-mounted compass, lifelines, pulpits, all lines led aft to cockpit. Evinrude 6 hp o.b., 5 bags. Berkeley berth. \$9,950. (415) 848-7908.

15-FT GLEN-L SAILBOAT W/TRAILER. Glass over ply. Main & jib. Swing-up centerboard & rudder. Great for local lakes. Stored in So. Fremont. Distressed owner must sell. Need money. Make offer. Paid \$1,000 two years ago. (415) 656-4591 eves.

J/24. Good condition, many extras, including trailer. Make an offer! (415) 852-2310 weekdays; (408) 749-0274 anytime.

SANTANA 20, 1977. Excellent condition, 2 sets of sails including spinnaker, new cushions, new 6 hp motor, knotmeter & trailer. Must sell. \$5,500/OBO. Call for additional details. (415) 924-7352.

UNIQUE CHARACTER SAILBOAT. Very cute, nice condition, 23' Norwegian design, Volvo dsl, new sails & mast, galley, head, 2 berths, new cushions, roomy teak cockpit, tiller, captain's wheel in cabin, VHF, compass, life-jackets, anchors. Sausalito berth. \$8,500/B.O. (415) 236-3467.

24-FT BAHAMAS ISLANDER. Club jib, full keel. \$2,700 or offer. Will consider payments. (415) 652-1351 or (415) 547-7346.

1982 SPRINTA SPORT. 23' Van de Stadt designed racer/cruiser w/galv. trailer. Sleeps 4. European design. Exceptional construction. \$7,500. Ray (415) 841-6672 days; (415) 845-7671 eves.

CORONADO 25. VHF, knotmeter, compass, 6 hp Evinrude, spinnaker & gear, whisker pole, man-overboard gear, jiffy reefing, 2 anchors, rode, bilge pump, extra tiller, battery charger, galley, stove, berths, head. New mast, boom, & bottom paint. Berkeley. \$5,500. (415) 526-6299.

EMERGENCY SALE: 19-ft sailboat, sleeps 3, o.b., thick f/g hull, safe. First boat for Bay. Needs paint & cosmetics. (\$2,500 value) Sacrifice for \$999/B.O. Possible Redwood City berth. (415) 969-6880.

CADILLAC OF CAL 20'S. Complete restoration. LPU hull & spars. New non-skid, rudder & rigging. Jiffy reefing, custom covers, many sails & tri-radial. Lewmar winches/hatch. 110v/12v electrical system, charger, stereo, galley area. Evinrude 6 hp. Call Doug (415) 531-6166.

J/24. Lightly used, fresh water sailed, many extras. Trailer, motor, etc. Only \$8,900. Won't last. (916) 542-1023.

1974 CATALINA 22. Pop-top & cover, new Interlux Micron 33 bottom, built-in sink & water tank, VHF radio, Evinrude 6.5 hp o.b., swing keel & trailer, all for only \$5,250. Has had lots of TLC. Call (916) 489-6450.

RANGER 23 SPINNAKER and other sails. Pineapple, red, black & white: \$300. Wanted: crew for YRA, many boats to choose from. Also wanted: good cushions, boom & misc. rigging for the Ranger 23. Call Gary, (415) 474-8430.

CAL 20. Full spinnaker gear, good condition, 4 sails, o.b., good inventory, ready to go. \$3,400. 523-4924 eves.

18-FT OAYSAILER. A classic wooden Sharpie replica, she has been our pride & joy for 5 years, but must go to make room for 2 larger boats. Oars, anchor, motor & bracket, Tanbark sail. New varnish & bottom paint. \$3,000/OBO. 383-8436.

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24-FT ISLANDER BAHAMA. F/g full keel custom rig. All lines led aft. Pineapple sails. 6 hp Evinrude w/cockpit controls. Km. Prime Cityfront berth. Active one-design fleet. Perfect 1st Bay boat. \$6,000. (415) 586-5722.

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LASER FOR SALE. White hull, laminated tiller, ratchet block, sail & accessory bag. \$700. (415) 234-8934.

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PEARSON 30, 1975. Wheel steering w/compass, Atomic 4, Jiffy reefing, 4 headsails, spinnaker, SSB, vv, ws, ds, much more! Motivated seller. \$22K/OBO. Call Al at 626-2629 or Rich at 232-2894.

CORONA 30 SLP, 1973. Wheel steering, new dodger/main 1987. Jib bag, main cover, new compass, VHF, df, km, 2 infl. dinks, Plamer 60 i.b. 120/130 jibs. Super family cruising boat for Bay & Delta. \$21,500. Call Brian 924-4871 eves.

HINCKLEY PILOT 35, 1966. Atoms steering vane, 13 sails by Hood, Banks Elvstrom, autopilot, Perkins 4-107 dsl, B&G instruments, RDF, Barient winches, Proctor spars, dodger, liferaft, heater, Avon dink, o.b. In Sausalito. \$49,500. (415) 459-3913.

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1983 ISLANDER BAHAMA 30. Clean liveaboard, good condition. Diesel, wheel, roller furling, epoxy bottom. Compass, Datamarine depth/knot, VHF, stereo, electric bilge, battery charger, phone/AC connect, head w/shower, h/c pressure water. \$28,000 or payments \$250/month. (415) 331-2710.

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29-FT CRUISING SHARPIE 1984. 16" draft, beachable. Cat yawl rig with unstayed masts, tanned sails. Prototype of Phil Bolger *Skillygalee* design. Fully found, bristol condition. Ideal Bay & Delta cruiser. \$16,400. (415) 674-9518.

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BALBDA 26, 1973. Swing keel, 1976, 9.9 hp Johnson electric start o.b. 5 sails, sleeps 5, trailer, good condition. \$8,900. (209) 683-4864.

NEWPORT 30 III, 1984. Excellent condition, varnished interior, add'l cabinetry, CNG, 3 batteries, 25 hp dsl, Martec prop, anodized mast, internal halyards/reefing led to cockpit, self-tailing winches, main 3 reefs, 150, 110, 85 w/reef, spin. (408) 289-1226.

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CAL 2-27, 1975. One owner, Delta fresh water maintained. Club jib, spinnaker, main, extra sails, 6 winches, depthsounder, Signet knotmeter (new), VHF radio, AM/FM cassette stereo (new). Shorepower, custom woodwork above & below. New sail covers & custom canvas. New bottom paint. New Forespar alum. spreaders. Atomic 4 i.b. Four opening ports (new). Many extras. \$20,000. Eves. (209) 523-1455.

DUFOUR 27. 3 new sails, incl. spinnaker. Diesel, inflatable, knotmeter & depthsounder. Blue hull. Very roomy with luxurious knoterior. Dry & stiff. \$16,500 or would consider partner(s). (415) 652-7078.

COLUMBIA 28. Atomic 4 i.b. Sleeps 6, nice galley, good condition. \$10,000/OBO. 435-3540.

CLASSIC YUGOSLAVIAN WOODEN SLOOP. 28-ft, very unique, completely refinished, teak decks, oak cabin, mahogany floorboards, spruce spars, leaded centerbord, tabernacle mast, shallow draft, 4-cyl. gas Palmer, very sound, wooden boatman's dream at \$15,000/OBO. Steve, days (707) 864-1393; (707) 447-6332.

WESTSAIL 32. Factory built dsl cutter, keel laid 1975, completed 1981, launched Oakland 1982, lived aboard until 1985, never left Bay. Reduced from \$57,000 to \$48,000 or reas. offer. Bob Senior (707) 778-0132 or 762-0387. Need cash for home improvement project.

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RAWSON 30 LIVEABOARD — \$16,000. Beamy fiberglass cruising sloop, built to last, good cond., see in berth G4, Corinthian YC, Tiburon. Home phone preferred (415) 334-4969; work (415) 541-1527 ask for Lee. Partial trade Santana 22?

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1973 CATALINA 27. Coyote Point berth, excellent condition, dinette interior, new roller furling. Atomic 4 i.b., 1987 barrier coat on bottom, VHF, new depthsounder, knotmeter, new electric & manual bilge pumps, new 150 genoa. \$15,000. Call Bill (415) 321-9876 days & (415) 854-0620 nights.

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EUROPEAN ADVENTURE. 32-ft Pelle Petersen center cockpit sloop. 1981 Maxi-95 located west coast Sweden, one of world's best sailing areas. Extremely well-equipped with sails, instruments, cruising & galley gear. Professionally maintained, very comfortable, fun to sail, points well. Think about the possibilities! Cruise northern Europe, wander south by open sea or canals, sails back across the Atlantic in the fall. Wonderful boat, sailaway condition. Great value at \$37,500. (415) 931-5530.

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FOR SALE: 30-FT ISLANDER W/TILLER. Atomic 4 gas eng., fully rigged, great sailing, 1972. \$15,000 firm. Call Jerry, 253-1254.

ERICSON 29, 1970. Excellent condition, f/g hull, sleeps 6, Atomic 4 eng., VHF, stereo, speed, depth, mast painted, clean sails. \$18,750/B.O. John (408) 738-8620; eves. (408) 289-1156.

BRISTOL CHANNEL CUTTER, 1981. Teak deck & interior, Volvo dsl, separate shower, suitable for liveaboard, excellent condition. Asking \$55,000 U.S. Phone (604) 274-4611 or (604) 732-3149.

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CATALINA 27, 1978. Excellent condition w/Atomic 4, Edson wheel steering, 5 sails, dodger, depth, wind & knot meter, VHF & 110 AC. Coyote Pt. berth avail. \$15,250/OBO. Call John (415) 574-1151 eves.

BRISTOL 32, 1977. Classic sloop. Excellent condition, 2 mains, 4 sails, Yanmar dsl, in fresh water until 1984. Very clean. \$36,000. Call (415) 342-1250.

CAL 29, 1973. Immac. cond. Club jib, plus 135 Lapper. 6 winches, CNG oven/stove. New upholstery. Atomic 4 overhauled 1986. VHF, km, windpoint, windspeed. Newly bottom painted. Asking \$23,500. Call Bill, (408) 356-5063 days or eves.

TARTAN 28, 1986. Sparkman & Stephens design. Mint condition. Signet electronics, 55 ch. VHF, Yanmar dsl, 4 Ulmer-Kolius sails, including 135 tape drive headsail. Elegant teak interior. Full head. This superlative vessel documented. Call Mornings, (707) 374-5590.

U.S. PETERSON 33, 1980. Volvo dsl, wheel steering, 2 mains, 3 jibs, spinnaker, Lewmar winches, Kenyon spars, spacious teak interior, shorepower, VHF, ds, fast racer/cruiser. \$29,000. (415) 924-0240.

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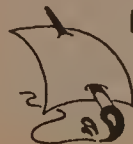
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IN CARIBBEAN. For sale/trade: Tyana V42 cutter, 1982, private yacht completely equipped, just buy groceries & sail. Specs by return mail. \$85,000/OBO. Contact Ed Sacher, P.O. Box 702, Anacortes, WA 98221. (206) 293-6978.

PERFECT 36. Want an Islander 36? Tired of looking at neglected boats. We are selling our much loved Islander to move up to a larger cruising boat. *Cloud Dancer* is cruise equipped & beautiful. If interested please call (916) 541-1748. \$49,000.

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HANS CHRISTIAN 38. Perkins 4-154 dsl, Barients, frig., heater, dodger, etc. Great cruiser & liveaboard. \$80,000. (415) 388-5300.

43-FT CUSTOM BUILT, NEW ZEALAND, center cockpit, auxiliary ketch, 1964, '87 refit including LPU finish hull & decks, full canvas boat cover. \$85,000/OBO. Call Rob at 1-(916) 371-1556 or 484-6105 for survey & history.

LIVEABOARD/GREAT OEAL. For sale: 1971 Columbia 39. Very roomy. Lots of headroom & deck space. Rebuilt 30 hp Atomic runs great. Shower, stove, oven, refrig., VHF, depthfinder, 10 sails, sleeps 7. 1986 survey. Value \$42,500. \$39,500/offer. (415) 967-4336.

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IRWIN 37 CENTER COCKPIT CUTTER. Reduced from \$69,000 to \$55,000. Mint condition. Currently berthed in Sausalito. Great for liveaboard or cruise. 2 staterooms, heads, & showers. Fully equipped galley. Perkins 4-108 dsl. Call Jerry at (707) 887-1976.

1961 FARALLON CLIPPER. 38'. A-1 condition, dsl, autopilot, dinghy w/o.b. TransPac vet. Recent haulout. Full covers. Sleeps 4. Completely equipped & ready to go. \$35K. This is a beautiful boat that goes like hell. Why settle for plastic anonymity? (415) 877-5756 days.

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HUNTER 37, 1979 CUTTER. Dsl, roller furling, Lewmar, rigged for singlehanding, knot & depthmeters, refrigeration, fireplace, custom woodwork thru-out. Achilles, Cruise'n Carry & gen. included. \$54,000. (415) 523-7348 leave message.

PEARSON 36-FT SLOOP. This 1973 yacht is in like-new condition due to low usage over the years. Dsl, electronics, new bottom, lots of extras for racing or cruising. S.F. Marina berth. Partnership bust makes this deal of the year. \$50,000/OBO. (415) 342-2777.

41-FT KETCH-CUTTER RIG. 1972 Yankee Clipper, excl. cruising/liveaboard. Perkins dsl, alum. masts, radar, Loran, VHF, depthfinder, autopilot, elec. windlass, liferaft, +130 jib, 4 anchors, separate shower, fireplace. Berthed Bay Area. Call for extras. \$59,000. (209) 293-7438.

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CATALINA 36, 1984. Universal dsl 98 hrs. Roller furling jib, natural gas, 2-spd self-tailing winches, dodger, all cushions, knotmeter, depth gauge, all mfgs updates, berthed Marina Village, Alameda. \$59,000. (408) 247-3520.

HUNTER 37, 1979. Cutter rigged, roller furling, self-tailing winches, Yanmar dsl, sep. shower, refrigeration, heater, etc. Imma. cond. Location: Bruno's Island, Delta. (916) 456-9992.

NEWPORT 41, 1973. F/g sloop, C&C design, custom built. 1983 Yanmar dsl, 11 sails, Micron 33 bottom, solar power. New: Autohelm, refrig., roller jib, Loran, heater, elec. windlass. \$78,000. (707) 823-3776.

COLUMBIA 43, 1970. Great liveaboard, lots of new equipment, 160 hrs. on Westerbeke eng. New dsl 4.5 kw gen. \$65,000. (415) 865-6143.

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VALIANT 40, 1985. In excellent cond. w/many extras. Priced to sell. For equipment list & additional information, call Kevin at (415) 482-0934.

IRWIN 37, 1980. Great cruiser/liveaboard. 2 full staterooms, 2 heads, large galley, heater, self-steering, electronics, sail inventory, dodger, Perkins 4-108. Needs some cosmetic TLC. \$47,500. Bill, 937-3010; 685-5208.

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42-FT PEARSON, 1981 KETCH. Immac. cond., well-equipped. Exc. layout for cruiser/liveaboard. Abundant storage, 6'4" hdrm, sep. shower, Westerbeke 58 hp dsl (500 hrs) Light, airy & comfortable int. Orig. owner, never in charter service. Berkeley berth. (408) 274-5784.

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1984 CATALINA 36. Extensive inventory list, ready for cruising & liveaboard, black anodized mast, ground tackle, CNG stove/oven, the bottom has been epoxied, everything down to a telephone. Asking price is \$60,000. Inventory list is avail. (408) 476-2036; (408) 479-9861.

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FREEPORT 36, 1981. B Model. One owner, desperate to sell. How does \$69,000 grab you for this beautifully maintained & equipped yacht? Make an offer. I'm anxious to deal. Pier 39 berth principals only. (415) 982-8255 days/eves.

CATALINA 36, 1983. Great Bay boat or coastal cruiser/liveaboard. Exc. cond. Many extras. Will consider trades of Moore 24, SC 27, Olson 25 or 30. Assumable loan. \$55K/best offer. (408) 426-8363/257-3840 msg.

GULFSTAR 37. 1979 model, doc., excl. cond. in & out. All new standing rigging & epoxy bottom job. VHF depth w/alarm, h/c press. water w/shower, refrigerator, AM-FM cassette, CQR & Danforth, dockpower & phone, great galley & sit-down nav. station make this a beautiful liveaboard or bluewater cruiser. \$65,500 or consider R.E. trades. (415) 886-6966.

FAIR WEATHER MARINER 39. Fantastic distress sale price! Brand-new boat, perfect condition, every available yard option. Taiwan-built, better than Hans Christian, Passport, Tamaya. Trade-in your 30-footer (up to \$20,000 equity). Lists \$147K; sell \$128K. Bill, (415) 493-1839; 321-0982.

LANDFALL 39 PILOTHOUSE CUTTER. Incredibly equipped, with \$28,000 refit in '85 in preparation for Alaskan cruise. Since returning she is for sale to a discriminating buyer looking for an incredible liveaboard or cruising boat. Sleeps 6 in 3 cabins, workshop, 5 sails, Dickensen dsl stove, 2 dinghies, Avon cannister raft, excellent ground tackle, radar, loran, hyd. autopilot w/remote & auxiliary, 2 ds with cockpit repeater, wind instrs., VHF, CB, digital stereo w/equalizer, refrigeration, TDX, sep. shower, 110v inverter, teak int., teak decks, multiple custom skylights, 70 hp dsl, crab & shrimp pots, & far too much more to list. Price now reduced prior to spring clean-up. Located in the Bay. Offered at \$72,000. (707) 578-1004

IDEAL LIVEABOARD/WORLD CRUISER. Westsail 42. Fully rigged with overbuilt philosophy carried thru-out. 10% int. finish-work to go. Tall rig, 5 sails, Isuzu dsl, feathering prop, dodger, self-tailing Barient, Dickerson stove, elec. windlass, refrigeration & instruments. \$90K. (415) 383-1189; (206) 241-6049.

41-FT OVERSEAS KETCH, 1975. Fiberglass Garden design, new interior, refinished exterior, LPU topsides fresh varnish & decks. Perkins 4-108 40 hp dsl. Staysail rig with clubfoot jib. 3 headsails (drifter, genoa & jib), main & mizzen. 2 anchors, chain & windlass, VHF, knot/log & sounder. New cushions, dsl heater & elect. system. H/c press. water, shower, LPG stove, stereo/tape. Asking \$69,500. Must sell, own 2 boats. Days (415) 627-9222; eves. (415) 837-3874. See at Pier 39, slip A17.

35-FT ELDRIDGE-MCINNIS YAWL. Built 1960 of dbl-planked mahog. on oak. Bronze fastened. Properly built in excl. cond. with a full boat cover & comfortable, roomy interior. Classic looks. \$38,000/make offer. 548-5545 leave message.

HENRY WAQUIEZ HOOD 38 FOR SALE OR PARTNERSHIP. One of the finest 38' luxury performance cruising sloops. (Known as the *French Swan*.) Little used & professionally maintained. 1982, bristol cond. inside & out. Equipped with the finest gear: North sails, Barient winches, Harken r/f, Datamarine, etc. Beautiful teak decks & interior. Retail: \$150,000. Asking \$92,500. Call Gordon, 642-7332 days; (916) 756-7273 eves. Inspect this yacht before you buy any new or used boat in this range!

1973 COLUMBIA 36. One owner. Don't spend \$100K+ to go cruising. A Mexico/Carib. vet. Custom teak interior. Lots of cruising gear. Current survey says \$95K replacement. Asking \$39.5K and am flexible. Roy at (415) 521-5361 eves. Linda (415) 981-1801 days.

A VERY FAST & BEAUTIFUL 43-FT YACHT. Built & equipped with cost as no object, *Esprit* is in excellent condition & ready to win races or cruise anywhere in a big hurry. 17 UK sails, full Ockam computer system with interfaced Loran & electronic compass, triple spreader Sparcraft rig, Navtec hydraulics, and one and on. This boat is in new condition! She is a fast IOR/IMS/PHRF racer; or abundant room belowdecks makes her a great boat to convert to fast cruising. Bargain. Leave message at (415) 655-3265.

46-FT & UP

46-FT FERRO CEMENT KETCH. Professionally built, all teak flush deck, all walnut interior. Fully equipped for cruising, Mexico vet. New dodger, fully deck cover, generator, SatNav, radar, loran, autopilot, 365 gals. water, 350+ dsl, ac, bathtub, washer/dryer, dsl heater, propane galley, 85 hp Lehman. \$98,000. May take motorhome or residential property on trade. (916) 371-2036.

57-FT LOA KETCH. Center cockpit, aft cabin, 14' beam, draws 6 1/2', large salon, 2 heads, 1 1/2' strip plank mahogany over Douglas fir, white oak main frames, ribs. Custom built by Newport RI master builder 1984. 5 bags working sails, complete ground tackle, Loran C, 200 gal. press. water, 150 gal. dsl, 90 hp iron wind, 1 gph at 7 knots, full dodger & more. Recent out-of-the-water survey. Seriously for sale. 5 figures. Much below survey. (503) 761-2933.

65-FT ALDEN KETCH. New eng. built ('26) pine on oak hull, all teak decks, spruce spars. Updated rigging. New Perkins dsl eng., custom interior (oak & mahog.), propane/DC/AC galley, fridge, freezer, stove, oven, microwave, fireplace. Eves. (415) 939-7487.

CUSTOM 76'x21' BEAM MOTORSAILER. Well-traveled. Was used as tender for dredging, 27 tons deep freeze, full machine shop, large galley, 2,000 gal. dsl, 530 gal. water, fireplace. Sleeps 9 in 4 staterooms. 2 generators, spare main eng., needs stem & deck work. Hull OK. Same owner 18 years. \$90,000/OBO. 359-2802.

83-FT SAILING SHIP FOR THE ANCIENT MARINER. Dutch built, 1903, well-maintained, black iron Baltic ketch w/3,000 sq.ft. sail, teak decks. Approx. 1,200 sq.ft. down below. Two salons, 2 wood-burning stoves, 6 staterooms, wheelhouse, shop. Sail-ready w/extensive inventory. Leaving Bay Area. \$160,000.

C&C LANDFALL 48 PILOTHOUSE CUTTER w/inside steering. Commissioned in 1985. Boat is equipped for serious cruising. Navigation instrumentation include radar, SatNav, Loran, autopilot. Also watermaker, dinghy w/o.b., liferaft, dodger. Seriously for sale. 521-9371 eves.

SAMPSON SEABREEZE 50-FT KETCH. Spacious pilothouse cockpit center. Large captain's cabin aft has dbl. plus jr. berth, private head w/shower, private stateroom forward. Sleeps 9. Fully equipped galley incl. microwave. Complete workshop in eng. room. 3 electrical systems, electronics. Fully equipped for world cruising luxury, live-aboard economy. El Toro sailing dinghy. Reduced from \$94,000 to \$64,000. May take real estate or smaller boat in trade. (209) 982-5794.

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OLD AVON REDCREST with oars, motor mount, new valves, thwart. Good tender: \$200. Old River kayak with 2 paddles & sprayskirt, good knockabout: \$150. Also Lightning rowing shell by Gordie Nash: \$1,000. 547-7353.

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MIRROR DINGHY. Built 1985, stored much of time since, Barbados yellow, includes main, jib, spinnaker, oars. \$875. (916) 885-9714; (916) 367-3300.

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AMERICAN LIFERAFT INFLATABLE. 4-man size, one year old. Floorboards, carrying bag, 6 hp Suzuki. \$995. (415) 865-6143.

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HOBIE 18. New Harken blocks. New Samson running rigging. New Murray deluxe harnesses. Brilliant white Imron. E-Z Loader trailer. M-system righting-chicken line. A beautiful superior rigged boat. Steal it for \$2,600. (408) 475-7284.

PRINOLE CATAMARAN 16-FT. Trapeze, bright red & orange Pattison sails, new stays, low mileage, custom trailer. \$1,500. Call Alan, (916) 978-5131 days; (916) 965-0320 nights.

42-FT HORSTMAN TRI-STAR KETCH. Orig. owner. Recent survey. Perkins dsl 50 hp. 3 dbls., head, galley, anchors, 7 sails & navigation equip. Built for cruising. Dbl. diag. & f/g. Good condition. Owner relocating. Must sell. \$59,000/OBO. Marion (213) 429-9572; Rick (714) 675-0982.

40-FT TRI VITALE KETCH. Prof. built. Recently completely refurbished. New rigging, sails, i.b. 25 hp Universal eng., paint, upholstery, 3-way refrigeration, plus much more. Very handsome, light & fast. Ready for cruising. (505) 258-3527.

18-FT CROSS TRIMARAN w/new custom trailer. Outer floats fold up for storage/travel ease. Great daysail or learn-to-sail boat for individual or family. Anchor, float cushions, maintenance/safety equipment & more. \$3,350. (415) 326-8662.

SEAWIND 24 CATAMARAN with fold-up trailer. Moving is reason for selling this 16-ft wide very fast complete mini yacht/racing cat. The catamaran that folds up on the trailer & yet sleeps 4. Orig. cost \$28,000/OBO. Berth also avail. (415) 483-1172.

PIVER DOUBLE AA 31-FT TRIMARAN. In excellent condition. \$25,000/OBO. (408) 458-0900. Ask for Dio.

34-FT CATAMARAN, 1980. Beam 18'; hull beam 6'. Sleeps 4 to 6. West epoxy-ply-fir construction. Unstayed junk rig. Has cruised family of 4, Alaska to Mexico. Easy handling. Good liveaboard cruiser. Asking 25K. Gary Lepak, (415) 331-2910.

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42-FT STEVENS 1929 classic motor yacht, renovated 1987, twin 1952 Chrysler Crown engines (completely overhauled '87). Charming liveaboard or great weekend getaway. Amenities include: new LPG stove, shower, refrigerated icebox, dsl cabin heater & fireplace, full boat cover. \$85,000. (415) 331-5319 ans. machine.

1970 SUWANEE 47-FT CRUISER/HOUSEBOAT. The ultimate Delta liveaboard/entertainment/party cruiser. 45-ft sundeck, large covered aft entertainment deck. Sleeps 8, full head & shower, all new Volvo engs., 7.5 kw Kohler gen., Model 275 outdrives, steering & shift cables, instrument panels, batteries & Perko switchsystem & onboard battery charger. Dual air condition/heat exchangers. Hot water, microwave, rotisserie oven, dual refrigerators, stereo FM system. All electric. 12/110 volt lighting. VHF, CB, Hailer/intercom. Excellent cond. overall. (415) 952-7022.

1920'S 48-FT CLASSIC MOTORYACHT. Cedar on oak, twin engines, 2 staterooms, shower, tub, excellent liveaboard. \$17,500. Must sell, good condition. 331-4535.

HIGHLAND FLING. 35-ft Bay & Delta cruiser. Sound wood hull, cedar on oak. New bottom paint 1987. Full galley w/refrig. Single screw Chrysler Crown in excl. cond. Bright & sunny, great for liveaboard! \$10,500/OBO. (415) 986-8184 Brad; (415) 664-7095 Susan.

CLASSIC 1929 WOODEN POWERBOAT. 37-ft. Rosewood-oak interior. Lg. comfortable cabin. Hauled out & painted 12/88. Runs great. Ready to move in. Many extras. Must sell. \$12,000. Lv.msg. (415) 362-1234.

45-FT TRAWLER. Wood/fiberglass, 13 years old, solidly built by shipwright for ocean cruising. Surveyed. Redone interior w/electric heads, private staterooms, large central cabin, electronics, navigation, auto steering, radar, generator. Ideal liveaboard, Delta, Bay boat. \$54,000. (415) 383-3399.

42-FT STEPHENS — \$22,000. Partially restored w/2 heads, one shower, all new galley w/microwave, electric oven/stove & AC/DC refrig. New deck & cabin top. Excl. liveaboard. 1962 classic design, ready to finish. 865-4424.

SPECIAL! Buy *Sunshine*, our 1931, 38' classic Fellows & Stewart. Has forward cabin, saloon, aft cabin w/4 bunks. New cabinets in head & galley. Chris Craft 283 motor with V-drive. Teak interior, rear open cockpit. Reduced to sell. Must see. Phone (415) 343-1154.

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MORGAN 38 PARTNERSHIP. Own 1/5th interest with 4 busy professionals. Unlimited sailing. Prof. maintained. No work, just sail. Sausalito berth. Low equity & \$375 monthly. Fantastic opportunity to be on the water. Details? John (707) 252-2840.

SANTANA 35. 1987 National Champion, new dsl, new mylar sails. One-half interest: \$2,500. For details call Ed, (415) 591-5249.

PARTNER WANTED to acquire 8 to 15-year-old 32-35' boat suitable for recreational family sailing on S.F. Bay & Delta. Some limited racing a possibility. Prefer E. Bay berth location. Total price up to \$35K. Call John (415) 543-7363 days; (415) 283-2109 eves.

50% OWNERSHIP 27-FT ERICSON 1974. \$9,750 buy-in. \$90/mo. slip fee. Berthed Pier 39. New mast-rigging. 10 hp dsl. inboard. (415) 544-4964, leave message.

CARE-FREE BOATING. Newly commissioned C&C 39 berthed in Alameda. Loaded: radar, loran, roller furling, elect. windlass, etc. 2 staterooms, each w/private head. Full maintenance program. Call Jim, (415) 820-3250.

DISABILITY FORCES SALE OF 1/4 OWNERSHIP in Pearson 10 Meter, 1975, 33' sloop. Diesel, wheel, VHF, depth, new sails, loaded w/extras. S.F. Marina berth. Congenial co-skippers. Asking \$9,000 w/terms/offer wanted. 457-4600 days; 453-1139 eves. or 364-9786 eves.

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PARTNERSHIP 1/2 INTEREST. 24-ft Columbia Challenger. Good condition, VHF, 6 hp Evinrude, Sausalito Harbor. Looking for sailing partner with interest in racing. \$2,500 & 1/2 mo. slip rent. Bob (415) 922-2470.

1/2 INTEREST IN CATALINA 27-FT. Excellent condition, 1978 model w/Atomic 4 i.b., wheel, radio, stereo. Clipper Harbor Sausalito berth. \$8,000 plus \$87/mo. Experienced sailors only. Call Glenn, 986-6886 daily.

1/4 INTEREST — NEWPORT 30 PHASE II. Dodger, VHF, ADF, Combi, km, ds, 2 anchors, primary & secondary winches, spinnaker, blooper, drifter, 170 genoa, two 150's, 130, 120, 85, main, all very good condition, new standing rigging. Sausalito berth. \$6,500. (415) 479-5755.

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CREW AVAILABLE: 2 experienced female sailors seeking crew positions on boat entered in TransPac and/or heading (preferably) to So. Pacific, Australia & beyond, July '88. Also available for (extended) weekend cruising now. Call/write (415) 864-7784, 51 Oakwood, S.F., CA 94110.

NEED ADOVENTUROUS FEMALE companion to share the cruising experience, Mexico & beyond, as long as it's fun. Easy-going skipper, 50, with 40-ft ketch leaving fall '88. (213) 547-9845, Box 1785, San Pedro, CA 90733.

WANT TO CREW TO SOUTH PACIFIC. Handyman (38) taking year off. Can cover expenses & help in boat prep. Some sailing experience, learn quickly. Jim Earls, 1563 Court St. N.E., Salem, OR 97301 or (503) 362-2400 leave message.

CREW POSITION WANTED: Responsible, energetic, 29-yr-old male, boat repair specialist, with offshore sailing experience, desires crew position to Hawaii and/or So. Pacific departing anytime in '89. Will share expenses. Michael Heiner, (415) 499-8575.

CREW WANTED: Intermediate-level, metaphysically minded people (M or F) to help me sail my Cal 2-29 on the Bay in all sorts of weather while we discuss all sorts of positive, New Age ideas. Call Elizabeth, (916) 332-1018.

HAVE TIME WILL TRAVEL. Good cook, competent, cruising & racing experience, good sense of humor. Prefer dry or almost dry boat. Phone (503) 585-3484 or write to Cheri Lovre, P.O. Box 331, Salem, OR 97308.

ANY SPRING OR FALL I'd like to join a happy one-week to 3-month cruise. 40's, sober, light-hearted non-smoker. Some offshore experience. Contribute cooking, financial, watches. Henry Mandel, P.O. Box 592, Descanso, CA 92016. (619) 445-5197.

NEED CREW TO HAWAII aboard 32' Ericson. Share expenses. Leaving late May/early June 1988. (415) 986-6106.

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FAMILY MEMBERSHIP at Club Nautique in Alameda. \$2,500. Price includes transfer fee. Contact Erin, (415) 929-6941.

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WANTED: 7' Fatty Knees or 6'8" Montgomery sailing dinghy. (408) 728-5824.

EQUIPPING MY BOAT TO CRUISE. Need cruising gear for Islander 36. Trisail, radar detector (Watchman), handheld radio, Sat-Nav, chain, rode, windlass, etc. Jack, days (415) 791-8616; eves. 282-1519.

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'80 LANCER 30-FT. Rarely used sloop, comfortable, 15 hp Yanmar, weather helm, pedestal steering, roller furling jib, VHF, knotmeter, depthsounder, head, anchor, compass. Emeryville berth. \$22,000. (408) 247-4008.

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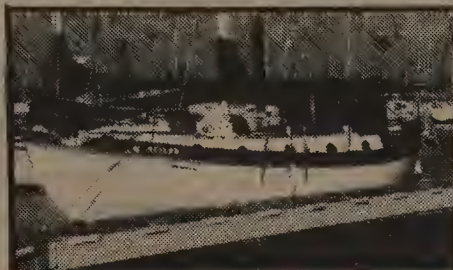
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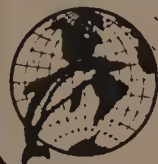
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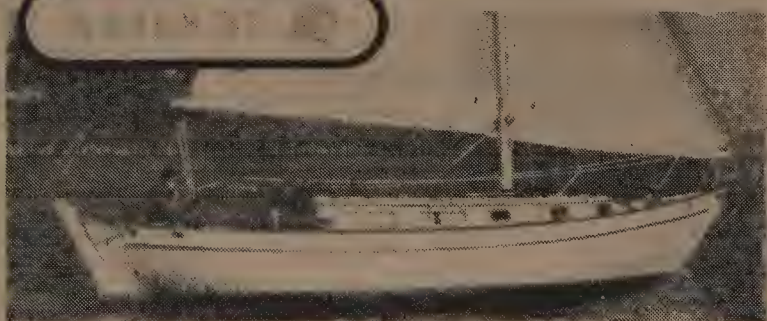
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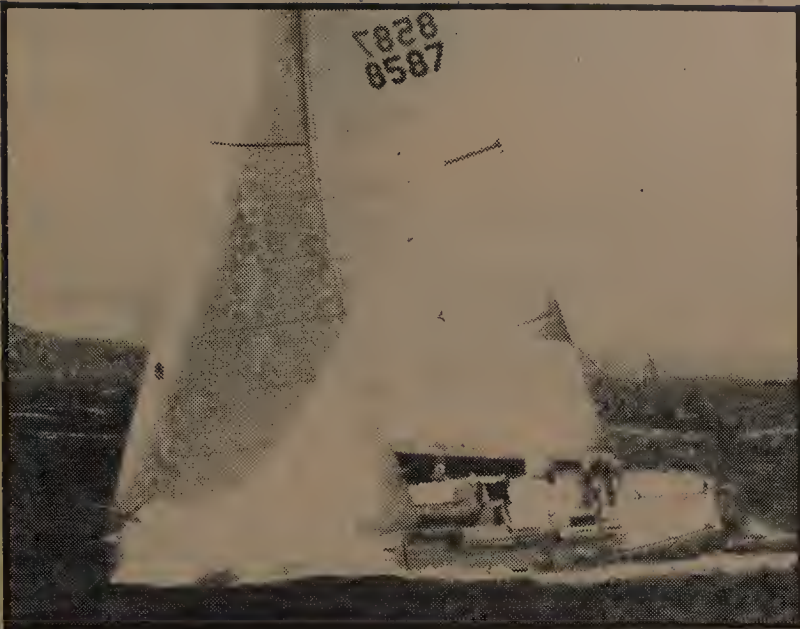
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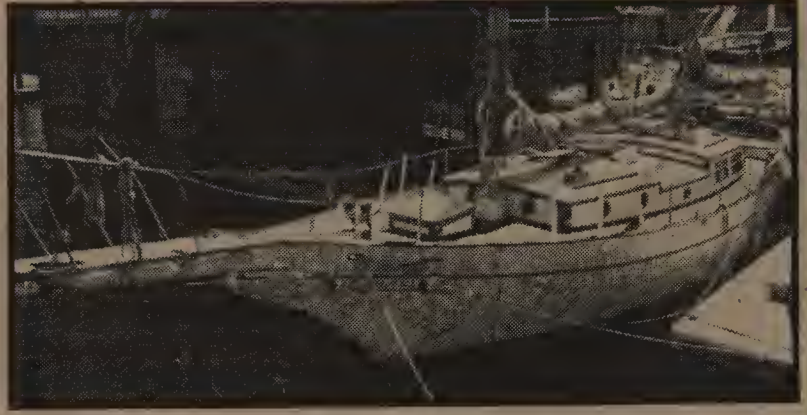
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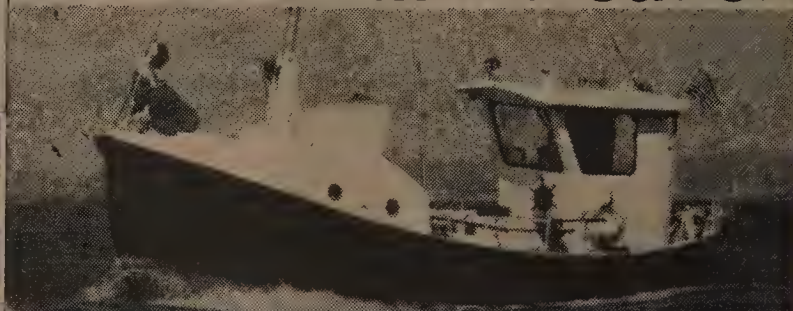
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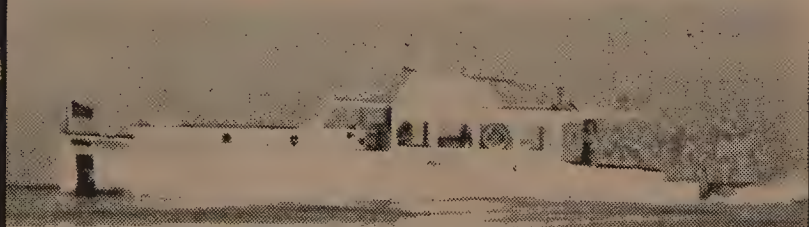
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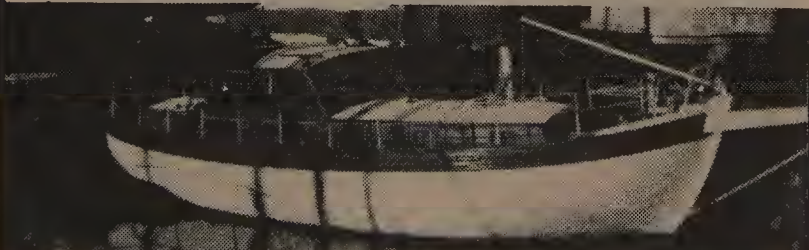
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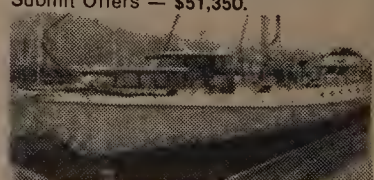
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OCEANS VII

BLUEWATER 47 Center Cockpit Cruising Ketch. Built 1978 with owners queen aft & guest double forward. Two heads, 2 showers, new '88 aluminum spars, boat shows excellent maintenance. Asking \$120,000.



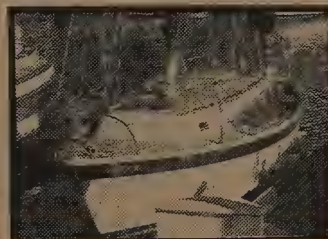
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MILANO YACHTS



"SAMADHI"

Transpac 49 MK II



CAL 34 LIVEABOARD

\$ 29,000



PALMER JOHNSON 30

\$ 28,950

BROKERAGE

CLASSIC CRUISERS

23' Bear Boat.....	10,500
27' Nordic M/S.....	20,000
60' Pilot Ctr.....	95,000
45' Spaulding.....	99,000

PERFORMANC SAILORS

24' Nightingale.....	9,500
27' Contest.....	17,950
27' Santa Cruz.....	12,000
30' Olson 30.....	22,000
30' P/J 1/2 Ton.....	28,950
30' Pearson Flyer.....	Trades
31' Peterson 1/2T.....	
33' Peterson.....	37,950
33' Rodgers 3/4Ton.....	39,500
34' Dash 34.....	38,500
34' Wylie 34.....	49,500
36' Custom Peterson.....	82,500
55' Swede.....	99,500

OFF SHORE

27' Nor'See with trailer.....	44,500
28' Cheoy Lee.....	28,500
28' Southern Cross.....	25,900
31' Monsun.....	47,000
32' Challenger.....	35,000
32' Atkins.....	59,500
33' Freedom.....	69,000
34' Columbia.....	34,000
34' Cel.....	29,000
34' Coronado.....	27,500
35' Niagara 35.....	89,500
35' Coronado.....	48,000
35' Fentesla.....	69,000
35' Rafiki.....	68,500
36' Pearson 365.....	65,000
36' Watkins.....	77,500
37' Rafiki 37.....	79,500
37' Steel Cutter.....	69,000
38' Han Christen.....	offers
39' Lencer 39 M/S.....	88,500
40' S/S Custom 40.....	130,000
41' Cheoy Lee Ketch.....	89,500
43' Kettenburg 43.....	62,000
45' Explorer.....	110,000
46' Formosa 46.....	99,500
46' Morgen 46.....	150,000
47' Cheoy Lee Ketch.....	98,500
48' Stedel Ketch.....	130,000
49' Transpac MK II.....	189,000

* Indicates at our docks

C & C QUALITY

24' C & C 24.....	14,000
26' C & C 26.....	25,000
27' C & C 27.....	18,500
30' C&C 1/2 Ton.....	23,000
34' C&C 34.....	54,700
35' C&C 35 MK II.....	49,500
36' C&C 36.....	62,500
38' C&C.....	76,500
40' C & C.....	120,000
40' C&C 40.....	89,000

COASTAL CRUISERS

28' Islander.....	30,000
29' Ranger.....	21,900
30' Cal 3-30.....	27,950
30' Catalina.....	27,000
33' Inter.1 Design.....	17,000
33' Yemeh.....	34,000
34' Hunter 34.....	49,500
35' Bristol 35.5.....	70,000
35' Bristol 35.5.....	63,000
35' Bristol 35.5.....	78,500

GREAT STARTERS

22' Catalina.....	6,000
22' Columbia.....	4,900
22' Santana.....	5,250
23' Ericson.....	8,500
23' Ranger.....	9,500
24' Bristol.....	10,000
24' Windward.....	5,200
25' Bahama.....	9,800
25' Cal 2-25.....	23,000
25' Cal 25.....	19,500
25' Catalina.....	14,900
25' Ericson.....	13,500
25' O-Dey 25.....	11,000
25' Pec. Seacraft.....	18,000
26' Dawson 26.....	14,000
26' Ericson.....	9,500
26' Pearson.....	9,000
27' Cal 2-27.....	16,500
27' Cal 2-27.....	19,500
27' Catalina 27.....	\$ 15,000
27' Coronado.....	9,500
27' Sun 27.....	17,000
28' Newport.....	16,000
29' Ericson.....	25,700
30' Catalina.....	35,000
30' Islander MkII.....	28,000
30' Pearson 30.....	26,800

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BROKERAGE

- 55' **TAYANA** cutter '85. Many extras: bow thruster, reverse cycle, air conditioning, hydraulics, discontinuous/rod rigging, teak decks, windscreen, dodger — much much more! **Try \$285,000**
- 41' **NEWPORT** custom sloop, '82. World traveler, customized for cruising. Furling main/jib + 3 extras; 44 hp dsl, elec primary winches, hyd. boom vang/backstay, Weatherfax, SSB, VHF, radar, computer, SatNav, AP, Loran, much more. **Try \$63,000**
- 37' **TAYANA MkII** cutter '85. Like new condition, only one of 2 for sale in Bay Area. Very attractive layout below **Try \$89,500**
- 37' **HUNTER** cutter '83. Like new diesel auxiliary, furling jib, Combi unit, two separate staterooms, superb condition **Try \$63,000**
- 33' **RANGER** sloop '78. Diesel auxiliary, five sails, electronics; good equipment, classic Mull design, very clean. **\$39,500**
- 30' **CATALINA** sloop '80. Rebuilt engine, dodger, wheel, sharp!! **Try \$27,000**
- 30' **ISLANDER MkII** '73, extremely well kept yacht at a great price **\$22,950**
- 30' **CAL** '64 repowered with Yanmar dsl, 5 sails including spinnaker, full electronics, strong boat **Try \$18,000**
- 27' **CAL 3-27** 1983, this little yacht has it all! Yanmar diesel, pressure water, electronics, very little use. Bristol. **Try \$26,500**
- 27' **CATALINA** Choice of two, both extremely nice and very well equipped. **Call for specifications**
- 26' **LAGUNA** sloop '83; a mid-size cruiser in an easy to manage 26 footer. Trailerable. **Only \$13,500**
- 26' **RANGER** '76. Estate liquidation. **Try \$9,000**
- 24' **MOORE** '81 w/trlr, 6 sails, spinnaker. **Must Move!!**
- 23' **SPRINTA SPORT** Two to choose **starting at \$9,000**

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CRUISER FOR SALE BY OWNER



Shown here lying in the Tahiti Lagoon, this 30 footer is now back in Sausalito and not being used as much as she should. All gear is first class — Aries, Avon, Barient, CQR, Dickinson, Forespar, Halon, Hood, Icom, Margas, Mariner, Marinetics, Norseman, Pernica, Redwing, Ritchie, Sparcraft, Sony, Vetus, Viking, Yanmar, Zodiac. Highlights:

- ☐ Convertible Cutter/Sloop
- ☐ 27 hp diesel, law hours
- ☐ Full keel, cutaway forefaat
- ☐ Extra thick fiberglass hull
- ☐ Chuck Burns design
- ☐ Built by a Bay Area craftsman
- ☐ Documented vessel
- ☐ Insulated hull
- ☐ 5 anchors; chain, rape, windlass
- ☐ Oversize rigging and bulkheads
- ☐ SatNav
- ☐ Windvane
- ☐ 2 autopilats
- ☐ 5 sails
- ☐ Inflatable dinghy with 8 hp outbaard
- ☐ 5 ways to generate electricity
- ☐ Sun awning/rain catcher
- ☐ Boom gallaws/mast steps/dadger
- ☐ Teak and hally sale
- ☐ Yacht meticulously maintained
- ☐ Turnkey cruiser

This will be a direct sale BY OWNER because I intend to work carefully with the buyer to familiarize him/her with QUARK's various systems.

Her \$49,500 price compares to a replacement cost in the \$80-\$90K range. Also, it buys all the thinking, experience and work that assembled the right components to make QUARK a proven liveaboard world cruiser.

Look her over in Sausalito at Clipper Yacht Harbor, Basin 4, Slip 804; then call me,

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A Brewer designed pilothouse cutter with inside and outside steering; plenty of accommodations for the cruising family! Near as we can tell, the only one on the market . . . \$149,500.

SAIL BOAT BROKERAGE

SAIL STARTERS

20' Newport	4,900
★ 24' C&C	(2) 12,500
★ 24' Nightingale	9,500
25' Cal	8,950
25' Catalina	14,900
25' US	14,000

TRADITIONAL DESIGNS

★ 30' Alberg	(2) 27,250
★ 30' Cape Dory kch	34,950
★ 35' Cheoy Lee Lion	39,900
36' Cheoy Lee	59,000
★ 38' Hans Christian	85,900
39' Freya	79,500
40' Mariner kch	68,000



C&C 38 LANDFALL

An offshore passagemaker that perfect for 2 or comfortable enough for 7. Long noted for quality, this Landfall has all lines led aft, (5) bags of sails including a spinnaker w/self-tailing primaries. Asking is \$10K less than low book . . . \$65,000.

BAY & COASTAL CRUISERS

★ 27' Cal	19,500
27' Columbia 8.7	23,500
★ 27' Ericson	2 19,500
29' Cal	23,500
29' Ericson	27,500
29' Ranger	19,800
★ 30' Hunter	30,000
30' Cal 3-30	2 29,950
30' Cal 9.2	33,000
★ 30' Pearson	24,950
★ 30' CS	49,000
★ 30' Pearson 303	49,950
30' Ranger	31,950
33' Ranger	2 34,500
34' Coronado	27,500



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★ 31' Cape Dory	67,500
31' Monsun	47,000
★ 35' C&C MkI	39,000
35' Ericson	37,500
36' Islander	57,500
★ 36' J/36	85,000
36' Pearson 365	69,000
★ 37' C&C	99,800
38' C&C Landfall(2)	65,000
★ 39' Lancer MS	88,500
39' Cal II	76,500
40' Endeavour	99,500
★ 41' Kings Legend	89,500
★ 43' Amphitrite	162,500
43' Ron Holland	134,300
44' Peterson	130,000
45' Jeanneau	189,000
45' Lancer	125,000
★ 46' Sea Star 460	149,500



C&C 35 MKI

A timeless design that was often copied but seldom matched! All the qualities of an outstanding cruiser. Upgraded new standing rigging w/new halyards. A sailors sailboat . . . Asking \$39,000.

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★ 25' Sea Ray	\$29,950
★ 26' Trojan Exp	22,450
★ 28' Bertram SF	44,000
28' Bayliner 2850	37,000
34' Chris Sea Skiff	35,000
34' Sea Ray SB	115,000
35' Chris Craft	59,950
35' Viking	99,950
★ 36' Uniflite AC	97,000
38' Chris Craft	174,900
38' Bayliner 3870	109,500
★ 40' Egg Harbor	159,900
48' Pacemaker	138,000

TUGS & TRAWLERS

★ 32' Eagle PH.....	69,500
★ 34' Golden Gate ...	54,900
★ 36' Sea Horse3	69,950
42' Grand Banks ..	155,000
★ 44' Marine Trader ..	105,000



GOLDEN GATE 34

Recently surveyed, this aft-cabin trawler includes dual steering, new radar, LPG and an L-shaped dinette; a very affordable liveaboard that's perfect for the Bay or lazy days in the Delta . . . \$54,900.



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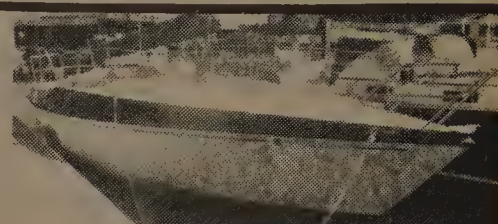
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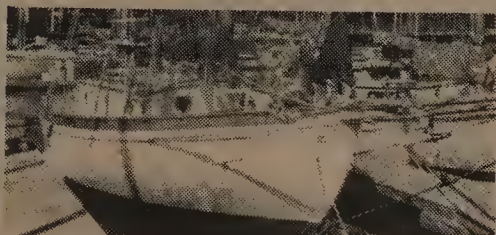
SWAN 44' Sloop. 1974, but stored for 10 years. Perkins 4-108 diesel, SatNav, Loran, 10 bags sails, liferaft. Sleeps 8. The Swan name speaks for its-self. **Asking \$159,000.**



32' DOWNEASTER Cutter. Huge interior, excellent liveaboard/cruiser. 6'4" headroom, teak interior. 'Clean. **Asking \$25,750 or offers.**



32' MAXI 95 Swedish Sloop. Volvo diesel, dodger, oversize rigging, sleeps 6, 6'6" headroom, teak interior. Clean. **Asking \$31,845.**



32' ATKINS "Eric" Gaff Rigged Ketch. Colin Archer and Master Mariner winner. A true classic cruiser. **\$39,995 or offers.**



40' VAN DER STADT DESIGNED TRINTELLA KETCH

Imported from England,
Perkins diesel, B&G instruments,
radar. Serious ocean cruiser.

\$67,000.



HERRESHOFF 30 by Far East Yachts. Double planked mahogany. Customized for singlehanded cruising. Well-equipped and maintained. **\$24,500 or offers.**



30' TAHITI Ketch. Famous design for long distance cruising. 58 hp diesel, white pine on oak. Two boat owner anxious to sell. **\$23,000 or offers.**



30' BERMUDA Ketch by Cheoy Lee. Teak hull, new rig in 1984, 11 bags sails, full covers. Excellent offshore cruiser. **Asking \$25,750 or offers.**



29' CASDADE Fiberglass sloop. Westerbeke diesel, 14-ft cockpit; excellent for daysailing or fishing for large parties. **Asking \$9,750.**



28' PEARSON Triton. Active Bay Class fleet. Equipment includes AP, 6 bags sails incl'd g spinnaker, woodburning stove. Good Bay & offshore cruiser. **Asking \$14,750 or offers.**



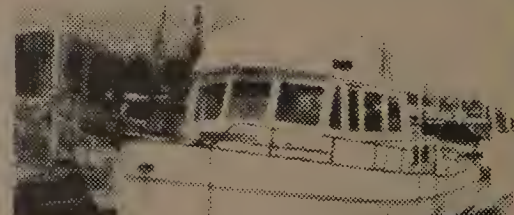
26' EXCALIBUR Sloop. Mylar heads'ls, VHF, depthsaunders, propane stove. Excellent for singlehanded cruising or Bay racing. **Asking \$4,995.**



CAL 2-25 Well-equipped including Yanmar diesel, 7 bags sails including spinnaker, MOB gear. Excellent Bay & offshore cruiser. **Asking \$16,950.**



50' STEPHENS 1928 Classic Motor-yacht with Flybridge. Part Orford cedar, twin Detroit dsls, excellent liveaboard. Well maintained in covered berth. **Asking \$49,950.**



36' GRAND BANKS Trawler. Twin Lehman 120's. Generator. Spacious aft cabin. Excellent liveaboard. Kept in covered berth. **Asking \$48,000.**

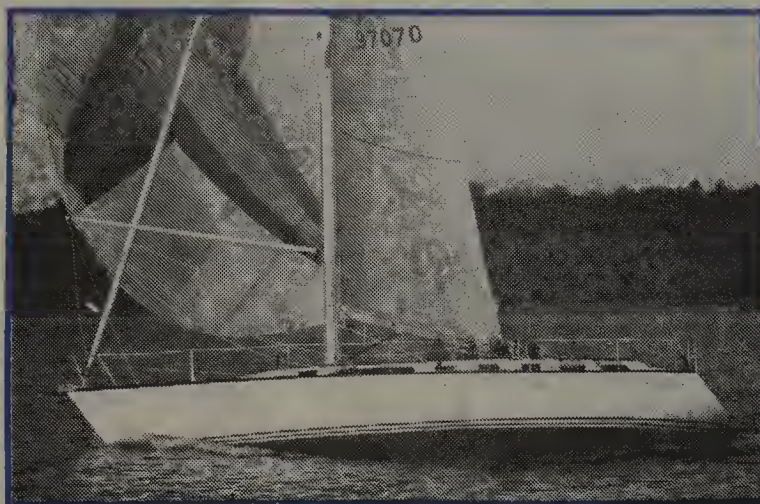
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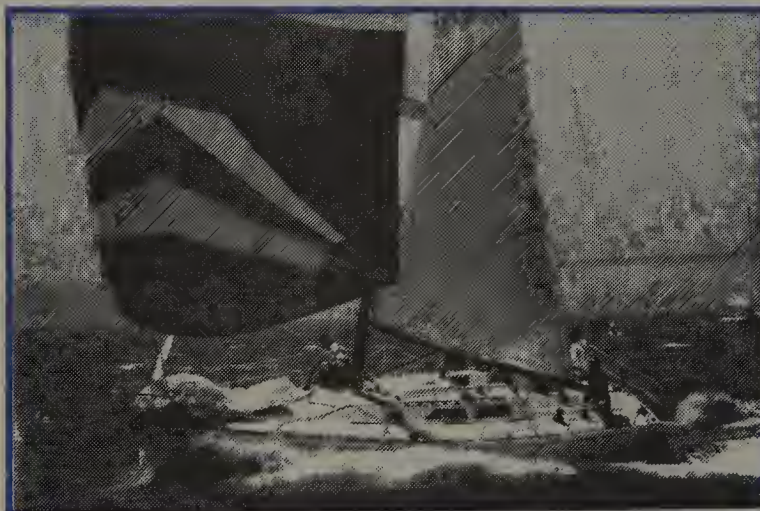
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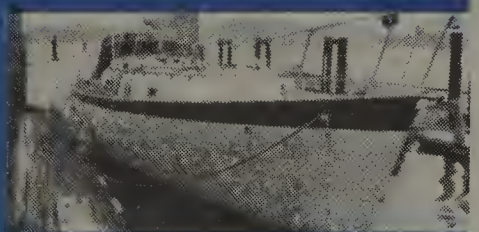
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30' OLSON	20,000	
30' MORGAN MKII	28,000	
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33' SANTA CRUZ	36,000	
33' TARTAN 330	24,000	
33' WYLLIE	55,000	
34' WYLLIE	48,500	
35' CORONADO	35,000	★
35' C&C	75,000	
35' SANTANA	55,000	
35' ERICSON	30,000	
36' LANCER	64,500	★
36' ISLANDER	62,000	
36' PEARSON	49,000	
37' SOVERAL	25,000	
37' IRWIN	55,000	
37' RANGER	45,000	
38' FARALLONE CLIPPER	35,000	
38' C&C	76,500	
38' FARR	76,500	
39' FREYA	79,500	
39' WESTSAIL CUTTER	79,900	
40' CHALLENGER	84,500	
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46' FISHER MS	285,000	
46' MOTORSAILER	150,000	
47' S&S CUSTOM SLOOP	59,500	
47' VAGABOND	125,000	
48' PILOTHOUSE KETCH	250,000	★
50' SANTA CRUZ	189,000	
51' MORGAN OUTISLAND	179,000	
55' CRUISING KETCH	125,000	
62' CRUISING CUTTER	295,000	
108' ISLAND TRADER AUX	1,150,000	

POWER

27' WHALER	57,500	
28' BERTRAM FLYBRIDGE	49,500	
32' GRAND BANKS	49,950	
34' RIVA	69,500	
38' BERTRAM	195,000	
41' HAATTERAS MY	79,000	
42' PRESIDENT SF	160,000	
42' HATTERAS LRC	169,000	
42' UNIFLITE	170,000	
43' HATTERAS MY	169,000	
44' GULFSTAR	172,500	
48' NORDIC	329,000	
48' GULFSTAR	350,000	
50' STEPHENS	125,000	
52' BLUEWATER	150,000	
55' STEPHENS CRUISER	125,000	
58' HATTERAS MY	250,000	
61' HATTERAS MY	750,000	
63' FLYBRIDGE MY	290,000	
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